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Hongkong Daily Press

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No. 21,168

號八拾六百壹千壹萬式第

日壹初月四年寅丙

HONGKONG, WEDNESDAY, MAY 12TH, 1926 叁拜禮

號式拾月伍年五十四國民華中

PRICE: 83 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

WEEK DAYS

	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon...Dep.	6.40	9.15	10.30	11.40	12.00	1.35	4.35	5.29	7.10
Yau Ma Tei...Dep.	6.50	9.25	10.39	11.50	12.09	1.44	4.44	5.38	7.19
Shatin...Dep.	7.02	9.36	10.51	12.02	12.21	1.56	4.56	5.51	7.31
Tai Po...Dep.	7.16	9.49	11.04	12.15	12.34	2.10	5.09	6.04	7.44
Tai Po Market...Dep.	7.21	9.54	11.08	12.20	12.39	2.15	5.14	6.09	7.49
Fanning...Dep.	7.33	10.06	11.21	12.32	12.51	2.27	5.26	6.21	7.58
Shuanghui...Dep.	7.38	10.07	11.22	12.37	12.56	2.32	5.31	6.26	8.02
Shumohun...Arr.	7.42	10.11	11.25	12.40	12.59	2.36	5.35	6.30	8.06

	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Shumohun...Dep.	7.51	10.20	11.34	12.45	1.00	3.00	4.17	5.18	6.08
Shuanghui...Dep.	7.55	10.24	11.38	12.49	1.04	3.04	4.21	5.22	6.12
Fanning...Dep.	8.07	10.36	11.50	13.01	1.16	3.16	4.33	5.34	6.24
Tai Po Market...Dep.	8.12	10.41	11.55	13.06	1.21	3.21	4.38	5.39	6.29
Tai Po...Dep.	8.26	10.55	12.09	13.20	1.35	3.35	4.52	5.53	6.43
Shatin...Dep.	8.30	11.04	12.18	13.29	1.39	3.39	4.56	5.57	6.47
Yau Ma Tei...Dep.	8.42	11.16	12.30	13.41	1.51	3.51	5.08	6.09	6.59
Kowloon...Arr.	8.50	11.23	12.37	13.48	2.00	4.00	5.17	6.18	7.08

SUNDAYS AND PUBLIC HOLIDAYS

	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon...Dep.	6.40	9.15	10.30	11.40	12.00	1.35	4.35	5.29	7.10
Yau Ma Tei...Dep.	6.50	9.25	10.39	11.50	12.09	1.44	4.44	5.38	7.19
Shatin...Dep.	7.02	9.36	10.51	12.02	12.21	1.56	4.56	5.51	7.31
Tai Po...Dep.	7.16	9.49	11.04	12.15	12.34	2.10	5.09	6.04	7.44
Tai Po Market...Dep.	7.21	9.54	11.08	12.20	12.39	2.15	5.14	6.09	7.49
Fanning...Dep.	7.33	10.06	11.21	12.32	12.51	2.27	5.26	6.21	7.58
Shuanghui...Dep.	7.38	10.07	11.22	12.37	12.56	2.32	5.31	6.26	8.02
Shumohun...Arr.	7.42	10.11	11.25	12.40	12.59	2.36	5.35	6.30	8.06

SHA TAU KOK BRANCH.

	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Shatin...Dep.	7.45	11.30	2.20	6.25	12.00	1.35	4.35	5.29	7.10
Shatukok...Arr.	8.40	12.25	3.15	7.20	12.09	1.44	4.44	5.38	7.19

	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Shatin...Dep.	7.45	11.30	2.20	6.25	12.00	1.35	4.35	5.29	7.10
Shatukok...Arr.	8.40	12.25	3.15	7.20	12.09	1.44	4.44	5.38	7.19

Further information may be obtained at the Railway Office, Kowloon, or from
Messrs. The Orient & Son, Ltd., Hongkong, or from The American Express Com-
pany, Hongkong.

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(Sundays: 9 A.M. only).
FROM MACAO: 8 A.M. and 2 P.M. daily.
(Sundays: 4 P.M. only).

SUNDAY EXCURSION.

On SUNDAY, 16th INSTANT, s.s. "TAISHAN" will depart from the
Company's Wing Lok Street Wharf at 9 A.M., and from Macao at 4 P.M.

SPECIAL SAILINGS.

WHITSUNTIME EXCURSIONS TO MACAO:

On SUNDAY, 23rd, and on MONDAY, 24th MAY, s.s. "TAISHAN"
will depart from the Company's Wing Lok Street Wharf at 9 A.M., and from
Macao at 4 P.M.

The "NORTONS" ORCHESTRA will be on board on SUNDAY, the
23rd MAY, and there will be Music and Dancing during the Voyage to and
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HONGKONG SPORTING ARMS
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6, BRADFORD ARCADE.

AMATEUR WIRELESS IN MALAYA.

REPORT OF PROGRESS.

THE POSITION IN INDIA.

The most interesting part of the annual general meeting of the Amateur Wireless Society of Malaya, which was held last week, was a brief address delivered by Commander Nicholson dealing with the advance of wireless in India. The information he had to impart was of highest importance to Singapore amateurs, whose society is in its embryo stage, and needs all the advice and assistance that can possibly be obtained. The Chairman said circumstances had improved since the society started and there seemed to be very much interest taken in wireless in the country. Several societies were going to start in Johore, Penang and Malacca. He suggested that it would be a good thing if they joined with their next year so that contacts could be arranged for each week.

Very good reports had been received of transmission, and a number of members had been successful in listening in to other countries, particularly Australia. There was without doubt great interest in short wave transmissions.

Commander Nicholson said five years ago no licences had been issued in India at all. The Government of India decided that from an educational and other points of view, development was desirable. Today receiving licences could easily be obtained for 10 rupees.

It was then decided that transmission licences should be granted to approved persons.

WIRELESS IN INDIA.

The first commercial licence was granted to the Asiatic Petroleum Company in the Punjab. Since then many licences had been granted up to 100 watts, and in some cases a higher power.

There was a standard charge of 10 rupees for a licence. Application had to be made to the local government of the province and if they approved the Post Office issued one without any further delay. At the present time there were somewhere about three hundred transmission licences in India. About 1922, the Radio Club of India, with its headquarters in Calcutta, was formed. Bengal was the pioneer. Shortly afterwards Bombay followed suit and was a flourishing concern. Rangoon, which was more or less moribund, followed and then Madras, which was probably the best.

All these clubs had licences to carry out transmissions.

The whole idea was to get more experience. The Government granted 75 per cent. of the money from licences to the clubs.

COMMERCIAL COMPANY.

He thought that had had the effect of keeping up progression until the formation of a commercial company.

An agreement had been drawn up, which he believed had been signed that day. The company was called the Indian Radio Telegraph Company. Some of the conditions were that the company had to be all-Indian, the directors had to be residents and the employees British subjects.

There were to be two stations, one in Bombay and one in Bengal. During the first five years the company were to have a monopoly and no other commercial licence would be granted.

They were to receive 80 per cent. of the revenue from licences and royalties on imported sets.

With regard to the issuing of licences, arrangements had been made so that any dealer could grant a licence and act as a Post Office.

That would increase sales. A man living 300 miles from a Post Office would not bother if he had to get a licence from the Post Office.

The station which was being erected would be 15 kilowatts and was under contract to be completed by November 25th of this year.

Since the station at Rugby had been in operation, newspapers in India were considering the erection of receiving sets in their offices.

With regard to the position in Malaya, he suggested that they should all be affiliated. They were in much the same position as India was a few years ago. (Applause.)

Thanking the speaker, the chairman remarked that the Government were not very sympathetic, and they had difficulty in obtaining a licence. Undoubtedly this country would follow India and they would give every consideration to the speaker's suggestions.

ENJOYING SUN.

A "NOVELTY" FOR ENGLAND.

A London cable to Australian papers a month ago declared that the strength of the unusually early sunshine had resulted in a metamorphosis of the whole community.

Sir William Arbuthnot Lane, the eminent surgeon, asserted that the sun already had done more for the community's health and happiness than the League of Nations could do in 10 years.

MAD SPENDING. LORD INCHCAPE WANTS DICTATOR.

England, almost as much as France, needs a Mussolini to curb expenditure, except that which is absolutely necessary for defence, justice and administration in the next decade," says Lord Inchcape, in a letter to *The Times* from Paris.

Despite that the franc is worth less than 2d., France's prosperity, apparently, is increasing, by leaps and bounds," he says.

"Building is proceeding apace, motors have increased 500 per cent. since 1911, the people are well-dressed, shops and restaurants are crowded, and the only economy discernible is in the length of the women's skirts.

"The French are living in a fool's paradise. They won't reduce expenditure, contribute to the country's expenses, nor repay loans to the Allies, who prevented German conquest.

"Unless France reduces her debt and balances her Budget, national bankruptcy is inevitable.

Lord Inchcape adds that Britain groans under heavy war taxation, but is meeting her obligations, and is not resorting to the printing press. Like France.

"Nevertheless expenditure should be reduced," continues Lord Inchcape, "although many Commonsens, like the French Deputies, do not support the Government's attempts to economise. They seem to think more of their constituents' votes than their country's good."

BOY SCOUTS AND CRIME.

GREAT MOVEMENT A SWORN FOE TO DELINQUENCY.

CHICAGO JURIST'S STRIKING EVIDENCE.

CHICAGO, ILL., April 12th.

A prominent Chicago jurist recently issued a group of people discussing juvenile delinquency. "What percentage of juvenile delinquency do you suppose is controlled by the Boy Scouts?" writes Irene Kuhn.

His listeners made varying guesses, none of which was right, for the jurist declared with satisfaction that not a single boy arrested and charged with delinquency had ever been enrolled in the Boy Scouts or had even thought about that great organization.

Undeniably, the Boy Scouts organization by providing an outlet for boyish energy which, misdirected or unguided, so often becomes what is commonly known as "badness" in boys, badness which leads them into court and eventually, although not always, into professional crime, has cut down juvenile delinquency with great sweeping blows. In Chicago alone, the rate of juvenile delinquency has fluctuated around a lower level since 1920 than ever before. The decrease in New York has been quite marked. The Boston figures show a marked decrease since the war years, except for a slight rise in 1923 and 1924, as compared with 1922. But the Boston rates for the years since 1920 are considerably lower than the rates for any previous years.

These figures, from compilations made by the United States Children's Bureau in Washington, are both interesting and encouraging. The decrease in juvenile delinquency, despite persistent claims advanced in an effort to convince the public that the youth of the land is being corrupted, is offered by the investigating bureau in recommending "sane and thoughtful consideration of the problem, rather than newspaper headlines."

A TEST OF PROHIBITION.

The period covered by the figures furnished is that between 1915 and 1924, inclusive, and in the case of some cities, the year 1925. This period embraces the years during which, it is claimed, prohibition has tended to lower the moral standards of American boys and girls and to make parents more careless in supervising and directing the conduct of the young. Fourteen cities are included in the survey. These are New York, Boston, Chicago, Buffalo, Detroit, Minneapolis, New Orleans, Providence, Rochester, Richmond, St. Louis, Washington, Philadelphia and Seattle.

An editorial writer in the *Christian Science Monitor*, in commenting upon the foregoing, says:

"The showing, properly regarded as indicative of conditions throughout the United States should supply the answer to those enemies of prohibition who are insisting that disregard and disrespect for the law are combining to contribute to the delinquency of American boys and girls. The facts do not support any such specious contention. Indeed, they tend to repudiate it. The law is not destructive. It is constructive. Its greatest salutary influence is in the home. With the home freed from the baneful influences of the saloon, the boys and girls of the rising generation will make possible some way of suppressing the trade now carried on by bootleggers and smugglers."

MYSTERY ROMANCE.

DRAMATIC END OF 36 YEARS' VIGIL.

MILLIONAIRE'S FEARS.

Further details of the end of Bayard Brown, the American millionaire who died aboard the yacht in which he had lived off the Essex coast for 36 years, add to the romantic aspect of his life-story.

As was stated in the *Daily Press* on Tuesday although this strange and stalwart hermit had lived in a yacht for more than 30 years he never put to sea, but had a nautical home a few hundred yards from the shore at Brightlingsea.

Charred pieces of the photograph of a woman, lying on the floor of the cabin, were the only clue to the secret of the broken romance.

Brown's body is being embalmed, and will be buried beside his father's, resting in a Brooklyn mausoleum in a glass-topped coffin.

A friend reveals that Brown was the son of a New York insurance magnate. He fully enjoyed life when young, and was one of the leaders of the gayest society set. He was a fine horseman and an accomplished musician.

After being jilted, Brown imagined that his family and two of his greatest friends were conspiring against his life. He always asked visitors: "Do you bring George or Louis?" Nobody understood the question, but it is believed that these were the names of the friends of whom he was afraid.

Believing that the yacht was liable to be attacked Brown forced the crew to maintain a ceaseless watch outside his cabin. He frequently ordered the whole of the coal in the bunkers to be dumped overboard, suspecting that bombs and dynamite had been concealed in it. Brown retained his connection with his business affairs, and was in intimate touch with the New York markets, on which he operated successfully.

After signing papers involving thousands of pounds he would sweep the documents aside, ascend to the deck, and stand for hours gazing out to sea. He "treasured" a watch which he carried throughout the years, and burned it when a seizure warned him that death was approaching.

NAVAL SURPRISE.

NEW JAPANESE CRUISERS.

BETTER THAN HEAVY ONES.

The naval correspondent of the London *Daily News* writes:-

"Japan, by building four secret cruisers, has sprung a surprise on the naval world. Even Japanese officers in Britain were not aware of the construction of the vessels, that have been named the *Furutaka*, the *Kako*, the *Kinugasa*, and the *Aoba*.

"Although much smaller and cheaper than the 10,000-ton Treaty 'includers' nevertheless, they are extremely formidable fighting ships, and the secret of their design has been well kept.

"The *Furutaka*, which has been completed, is revealed as of 7,100 tons, or 2,900 tons smaller than the British 'County' class, with a speed of 33 knots, and an armament of six 8-inch guns, three 12-pounder anti-aircraft guns, and 12 torpedo tubes.

"It is in the disposition of the heavy artillery that the Japanese designers have shown marked ingenuity, contrary to text-books, the plans showing the *Furutaka's* six big guns, as mounted in twin turrets. Actually, they are separately mounted in closed turrets, three on the foredeck, and three astern. The second of each group is superposed, for the purpose of obtaining end-on fire. Thus, all are able to fire in a broadside, while two, and possibly three, can fire directly ahead or astern. Guns mounted singly can develop more rapid fire than pairs.

"These ships represent better value for the money than the larger, more vulnerable, and more expensive 10,000-tonners that Britain and other nations are now building."

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Electric Lifts and Lighting.

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Manager.

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Three Minutes from Kowloon Wharf, Ferry
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Entirely under English Management.

Electric Light and Fans Throughout.

EVERY ROOM WITH PRIVATE BATH

A black and white photograph of a bottle of J. & F. Co. Cognac. The bottle is dark with a light-colored label. The label features the text "J. & F. Co." at the top, followed by "Cognac" in a large, stylized font. Below this, there is a smaller line of text that appears to be "J. & F. Co. Cognac". The bottle is set against a dark, textured background.

Pint flasks suitable for picnics, etc., now obtainable
at \$2 per flask duty paid.

SEND IT
TO
THE
STEAM
LAUNDRY

A black and white photograph of a bottle of Hepler's Compound Lysine Tablets. The bottle is dark with a white label. The label features the brand name 'HEPLER'S' in a large, stylized font, with 'Compound Lysine Tablets' written below it. The bottle is set against a background featuring a large, dark, stylized letter 'Y'.

All Chemists and Stores

BURROUGHS WELLCOME & CO., LONDON

[BY ARGUS.]

MR. BOYD'S VIEWS.
Regarding the composition of fences
Mr. Boyd said:—

RAILWAY FACILITIES

in due course.

Despite the manner in which the local railway management has granted concession after concession in order to encourage the growth of the Fanning Hunt baby, their efforts have not been appreciated. If those who travel by rail would stop and think before airing their views, they would realize that \$1.50 return to and from Fanning is "money earned from home" compared to \$1.10 each way by taxi to and from the Happy Valley course on race days. As I write, I have a letter before me from a correspondent who asks me to urge the reduction of the fare to \$1.35. My reply is: "If you are unwilling to spend \$1.50 travel second class for 80 cents,

The full list of entries follows:—

4.--UNITED SERVICES "RACE".

Mr. A. Nissim's Zircon.
Mr. A. H. Potts' Two Pairs.
Mr. J. B. Milne's Why Not.

Mr. R. J. Patterson's October.
Capt. R. G. Sturges' Harrison.
Mr. T. C. Beck's Harford.
Mr. A. M. Carroll's Elm Leaf.
Capt. Howard's Formidable.
Major Peterson's Fatty.
Mr. A. Suggen's Shot 3.
Mr. W. T. Stanton's Wahkeena.
Mr. D. B. Peat's Teddy.
Dr. F. Pierce Grove's Curlew Dr.
Mr. F. S. Gumley's Smart Coolie.
Mr. J. B. Milne's Why Not.
Mr. M. M. Watson's Alcantra.

PUBLIC COMPANY TO BE FORMED

£25 PROFIT ON A CAR.

The capital to be issued will consist of £3,000,000 of 7 per cent. preference shares of £1, to offered at par, and £1,000,000 of £1 ordinary shares, the subscription price of which will be £2 each. It is believed that part of the purchase price payable to Mr. W. R. Morris, the founder, will take the form of an allotment of capital.

As indicative of the earning capacity of the organization it may be mentioned that net profits last year amounted £1,333,000 after meeting taxation, and that the yield to the company represented £25 net per car manufactured and sold. It is considered unlikely that the issue will be underwritten.

The business which is now being turned into a public company has been built up by Mr. William Richard Morris, Temple Cowley, Oxford. Over 30 years ago he commenced the manufacture of bicycles. In 1912 Mr. Morris bought a factory at Cowley. The Morris Oxford car was put into production in the next year, and by the beginning of August 1914, 1,300 cars had been turned out, while in September, 1919, the large sec-

Mr. Morris controls seven separate companies, five of which are making parts for at least 1,500 cars a week at the 1-ton truck. The total turnover of these seven companies was stated recently to be approximately \$20,000,000. One of the companies is Morris L. Gines (Coventry) which was formed in January, 1923, to acquire the business of manufacturers of motor engines, gear boxes, etc., and general engineers Coventry of Soc. Anon. des Anciens

Another is Morris Commercial Co., which was formed in February, 1924, to acquire the business of E. G. Wright & Co., to manufacture Morris transmissions and steering gears. The capital is \$25,000 in 25 shares.

BOBBED HEADS AND JUNGLE
DWELLERS.

"While we imagine we are doing the most up-to-date step from New York, Paris or London," says Mrs. Strickland, "actually they are about the same movements as those known to our great-grandmothers of thousands of years ago." Mrs. Strickland spent more than a decade in Africa, having two women companions, two male servants and several hundred native porters.

There's Good Health in every foaming bottle of **SIMONDS' MILK STOUT**. It is a fine creamy delicious drink.

It's a nutritious,
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Each Pint contains the energising carbo-hydrates of 10 ozs. pure Dairy Milk.

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Late Bus to the Hongkong Hotel—12.30 a.m.

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Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, gonorrhea or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

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VETARZO REGULATORS. Safe and Reliable.
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LOCAL SPORT.

RUGBY.

INTERNATIONAL TEAMS FOR SATURDAY'S GAME.

The England-Wales team for the international rugby match which is to be played on the occasion of the formal opening of the new H.K.R.F.C. ground at King's Park, Kowloon, on Saturday afternoon, is as under:—Back: H. J. Armstrong; three-quarters: G. P. Lamont (captain), A. S. Hett, A. C. I. Bowker, H. H. Skinner; halves: C. D. Wales, Lt.-Col. C. M. Butlin; forwards: E. Foster, R. W. Lee, Lt. M. B. Sherwood, Lt. C. E. C. Robinson, Lt.-Col. W. S. Green, W. L. Smith, S. N. Garrard, A. B. Acott. Reserves:—Forwards: Pay-Lt. J. A. Hussey, Lt. Sharkey Armstrong, Lt. J. W. Studholm; outsiders: E.R.A. Rippington, Mid. Rowe, B. S. Stephenson, L. P. Ralph.

Touch Judges will be Cdr. W. S. G. Fallowfield and Lt.-Col. R. R. Lyle. Colours, white knickerbockers and jerseys must be worn. Jerseys will be dealt out on Saturday.

Training at 3.45 every evening at King's Park. A special launch will leave the Tamar at 4 p.m. sharp. All players are requested to travel by this launch and to be at the Tamar not later than 3.50 p.m.

The following is the team selected to play for Scotland and Ireland in the match:—Back: Stoker Church (H.M.S. Durban); three-quarters: Nicholson (H.M.S. Petersfield), Eng.-Com. MacKenzie (captain), E.R.A. Thomas, A.B. Fogarty (all of H.M.S. Durban); halves: A.B. Ball (H.M.S. Durban), J. Morrison (H.K.R.F.C.); forwards: Shipwright, Poole (H.M.S. Durban), H. Forsyth, G. Miller (both of H.K.R.F.C.), E.R.A. Hodges, E.R.A. Jones, Ldg.-Sto. Jeremiah (all of H.M.S. Durban) and J. Beveridge (H.K.R.F.C.).

A practice game was played yesterday and the remaining position in the above team will be filled to-day.

FOOTBALL.

CHARITY MATCH.

GIFTS OF TOBACCO FOR SPECTATORS.

The South China Team and the Navy will play a charity match on behalf of the Sisters of the Precious Blood on Saturday at Sookumpoo Ground at 5 p.m.

The British-American Tobacco Co. have given 500 packets of Capstan and 500 packets of Premier and The Nan Yang Brothers Tobacco Co., 500 packets of Raven to be distributed among spectators on the stand.

HOCKEY.

The Wanderers are playing the 5/2 Punjab Regiment on the Marina to-day, at 5.30 p.m. sharp.

Wanderers team:—Sergeant Clark, R.A.; Lieut. J. H. Smith, R.A.; and Capt. Mercer, R.M.; A. S. Hett, E. J. R. McChell and Lieut. Broome, R.N.; B. D. Evans, Lieut. H. St. L. Nicholson, R.N.; E. D. Lawrence, Lieut. Clark, R.N.; and G. P. Lamont. (Wanderers will play in whites).

CIGARETTE CHARMS.

WHY THE HABIT HAS BECOME POPULAR WITH WOMEN.

There is no single item of our modern manners, neither games, sports, dancing, nor bridge, which brings men and women together in so agreeable a manner as the smoking of cigarettes. This rather remarkable fact is expressed in one article in the *Westminster Gazette*: The writer—a woman—explains:

"The rites and ceremonies of lighting-up accomplished—and they contain a friendly gesture—you take two puffs in common, and the world is a more agreeable place. You are in a conspiracy with your smoking-partner to ignore the worries and fatigues of an ignominious present. Weathered in blue smoke, the world floats by, existence begins to be a pleasing dream; unlike that dangerous drink, tea, tobacco does not cause you to be indiscreet or spiteful, but rather to display a philosophic contentment and a charity which is at once broad-minded and tolerant. Surely the astounding poise, the capacity to look at things from the other person's point of view which distinguishes so many modern girls, is due to the fact that they are not restricted in their use of nicotine."

DELIGHTS OF DANCING.

Moreover, smoking in common is a cheap and easy amusement; it can be carried on anywhere, except in daylight in the street; it requires no special setting, hours, or rules. Dancing has certainly brought the two sexes much more into each other's society than was the case for men, nowadays, will dance anywhere and at any time of the day or night. Yet many people fall out about their steps. And I am not sure if men really want girls and women to compete with them in games and sports, whatever gallant aspect they may put upon the affair. As to bridge, it is so notorious a cause of dissension that many men will not sit down and play with ladies—especially old and crotchety ones.

Consider what going to the theatre a *deux* used to be like. The curtain fell on the first act, and out flew your escort to smoke his sedative cigarette, leaving you alone for a dreary ten minutes holding down a velvet chair and chewing the cud of your own thoughts. At the end of the second act, just before "closing time" he had to visit the bar. Another ten minutes of solitary boredom. But modern men—and not the very young ones either—are quite firm about your smoking a cigarette with them in the passages outside, or on a hot summer night, at the entrance door. The cigarette is the great bond of fellowship, and worth all the old-time insincere compliments and phylandering put together. Small wonder that women have succumbed to nicotine.

SQUANDERING AND ITS RESULT.

WARNING BY MR. ESOMOND HARMSWORTH.

To the April number of the *English Review*, the Hon. Esmond Harmsworth, M.P., contributes a trenchant and timely article. The theme is the decay of House of Commons control upon expenditure and the rapid growth of bureaucratic power. Some of the figures which he gives will startle the nation.

Since the war, he says, Parliament has been waging a feeble fight against the constantly encroaching and grasping hands of the enormous bureaucracy built up in the war.

The country is just about to wake up to the dangers of the situation. Mr. Churchill, perhaps unconsciously, has rendered a great service in illustrating on the second reading of his Government or any Government affecting the economics hoped for. He divided the expenditure under four heads, the first being "obligatory services," in which he put the interest on the National Debt, amounting to £335,000,000, and pensions, which he placed at the astounding total of £121,250,000.

The second heading is "grants-in-aid," £20,300,000, money over which the House of Commons and the Government have no control. It is paid to the local authorities for education, health, and other services. There is no method of seeing whether the money is efficiently or economically spent; there is no control as to how much these authorities should have, in fact, the more money they have the more they spend. It is the most outrageously bad system which has ever been publicly put into operation in any country in the world.

UPHILL FIGHT.

Mr. Harmsworth shows that in the House of Commons the atmosphere is unfavourable to economy:—

Upon any policy, service or department coming up for economical scrutiny in the House of Commons, the economists wage a lonely and uphill fight. Whichever section of the population regards itself as singled out immediately organises an agitation, holds meetings, interviews members, deluges them with letters and telegrams, and, finally, by this species of blackmail, puts the utmost fear into them that they will lose their seats.

The only hope of relief is by:—

A definite rationing of the departments and not by pecking at small items of expenditure in one or the other of them. The position is too serious for mere chicanery and hairsplitting. No arguments should be allowed, and the nation's scale of expenditure should be based, like every household budget, on what it can afford.

Mr. Harmsworth has been at great pains to secure figures, which he sets forth in an instructive table, showing how staffs and salaries in the various departments have increased since the war. They are as follows:

	1914.	1925.
Foreign Office	150	750
Treasury	270	800
Min. of Agriculture	660	1,500

	1914.	1925.
Foreign Office	£21,000	£280,000
Treasury	92,000	320,000
Min. of Agriculture	125,000	400,000

Yet he says, with perfect truth, "it should be unnecessary to point out how desperately the country is in need of economy." With Budgets of 800 millions:—

There can be no possible hope of a reduction of taxation in the future; in fact, we shall be extremely lucky if we avoid an increase. Industry suffers in a double capacity. Not only does it have to pay its share of the toll, but the fund available for investment in industry is reduced by the withdrawal of moneys for the payment of taxes.

It is a cause for amazement that the country has been able to go on contributing these gigantic sums to the cost of the Government so long, and the truth is that in a highly capitalised country like ours the attrition of capital takes as long a time to become apparent as its accumulation.

DEPRESSED INDUSTRIES.
Like many other good judges, he holds that this attrition is now a serious fact. To those who assert that "the country has never been so prosperous," he replies most effectively:

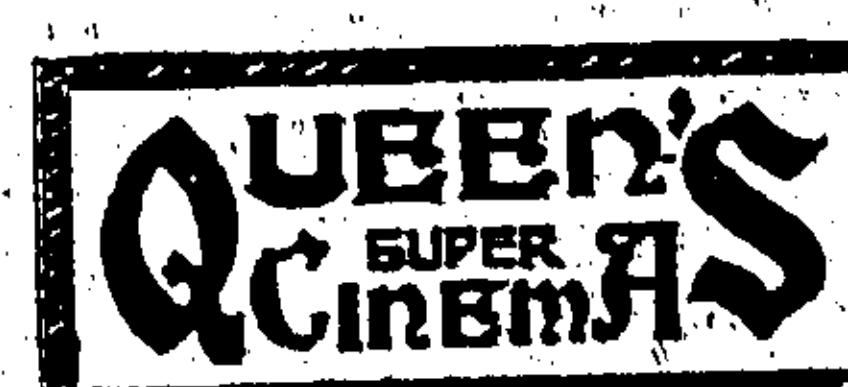
The criterion of Britain's prosperity is not the condition of the retail, entrepôt, and building trades, but the condition of the cotton, woollen, iron and steel, coal, shipbuilding, and shipping industries. In all these the state of depression continues.

He deplors the attitude of Parliament towards agitation by the newspapers or the public for economy:

Instead of taking a long view and seeing that in order to conserve its power, the present trend of affairs must be arrested, and instead of making use of these agitations and combining with them to regain its lost position, Parliament looks upon them with suspicion and imagines that the Press is its enemy.

"Our Civil Service," he says justly, is "the finest and most incorruptible in the world," but because "there is no profit and loss account" for it to struggle with, it is careless of economic laws, prodigal, and as a governing force alien to the English character. He concludes an admirable article with these words of grave warning:

If once the power in a State has passed from Parliament to the bureaucracy, it is far more likely to pass from bureaucracy to some other new and as yet unseen depository than to return whence it came.



TO-DAY ONLY.

ISOBEL ELSOM

HENRY VICTOR AND JAMES CAREW

IN

"THE LOVE STORY OF ALIETTE BRUNTON"

FROM THE BOOK BY

GILBERT FRANKAU

AN ALL BRITISH PRODUCTION.

THE STAR

TO-DAY At 5.30 & 9.15

BARBARA CASTLETON and
EDWARD EARLE in
"THE STREETS OF NEW YORK."

THE WORLD

TO-DAY At 5.15 & 9.15

ANNETTE KELLERMAN
in
"WHAT WOMEN LOVE."

THE NAVY'S CHOICE



PLYMOUTH GIN

OBTAINABLE EVERYWHERE.

410

SAIGON RICE MARKET.

QUIET BUT FIRM.

The Compagnie de Commerce et de Navigation D'Extrême-Orient of Saigon in their report, dated May 4th, state:—

Our market remains very quiet but firm although very little business has been concluded there being no demand from Far East markets, or from Europe.

In spite of rather high price of paddy, no decline in rice is expected. Some business in broken has been booked with France.

The total amount of rice exported from January 1st and April 15th, 1926, is 406,996.378 tons against 475,423.341 in 1925.

We quote to-day White Saigon rice No. 1 25 per cent. broken round grain: Hongkong \$7.15 per picul of 134lbs. f.o.b. Saigon; 14s. 5d. per cwt. f.o.b. Saigon; Yen 9 per picul of 134lbs. f.o.b. Saigon.

White Saigon rice No. 2 sifted Japan quality: Hongkong \$6.79 per picul of 134lbs. f.o.b. Saigon; 13s. 5d. per cwt. f.o.b. Saigon; Yen 8.45 per picul of 134lbs. f.o.b. Saigon.

For May/June shipment.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

	Rugby, May 10th.
Paris	153 1/2
Brussels	157 1/2
Amsterdam	12 1/2
Berlin	20.38
Copenhagen	18.14
Vienna	34.375
Helsingfors	192 1/2
Lisbon	2.17/32
Buenos Aires	45.3/16
Yokohama	1/11.1/32
New York	4.8544
Geneva	25.075
Milan	121.6/16
Stockholm	18.14
Oslo	22.225
Prague	163 1/2
Madrid	33.775
Rio	7.3/16
Bombay	1/6.1/16

"A GREAT ADVENTURE."

SIR OLIVER LODGE'S VIEWS ON DEATH.

Sir Oliver Lodge, during an address upon "Death," delivered in the famous Christ Church, Greyfriars, Newgate Street, London, urged the people to dismiss the idea of death as gloomy. "Really it is a great adventure," he said. "We do not fear to emigrate, but look forward to new conditions with interest. So we should look forward to death."

"Our souls are now closed in body matter which is a nuisance to get rid of. There are no dead in the churchyards. I have never seen my son Raymond's grave. Matter looms far too big in our attitude; we should greet the unseen with cheer."

HONGKONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

	May 11th, 1926.
Hongkong Bank	\$1.100 sel.
Do. London	\$1.125 nom.
Chartered Bank	\$230 buy.
Mercantile Bank A. & C.	\$230 buy.
Do. O.	\$215 nom.
P. & O. Bank	\$231 nom.
East Asia Bank	\$230 nom.
Canton Insurance	\$203 buy.
China Underwriters	\$1.00 buy.
North China Insurance	\$1.145 nom.
Union Insurance	\$228 nom.
Yangtze Insurance	\$371 buy.
China Fire Insurance	\$170 buy.
Hongkong Fire Insurance	\$351 buy.
Donghai	\$28 nom.
H.K. & M. Steamboats	\$25 sel.
Hongkong Tugs	\$24 sel.
Indo-China (Bank)	\$24 sel.
Do. (old)	\$24 sel.
Shanghai	\$27/8 nom.
Shanghai	\$27/8 nom.
Waterworks	\$15 nom.
China Sugars	\$24 sel.
Malayan Sugars	\$30 buy.
Benguet	\$11 buy.
Kaisar Mining Ad.	\$43 buy.
Langkat (combined)	\$24 buy.
Do. (single)	\$12 buy.
Shanghai Exports	\$12 buy.
Shanghai Loans	\$7 nom.
Bank	\$4 nom.
Tromps Mines	\$6/ nom.
Ural Caspian	\$8 nom.
H.K. & W. Docks	\$128 buy.
H.K. & W. Docks	\$37 sel.
Hongkong	\$180 buy.
New Engineering	\$15.50 buy.
Shanghai Docks	\$15.50 buy.
H.K. & S. Hotel	\$104 buy. 104 sel.
Hongkong Lands	\$24 sel.
Hongkong Realty (op.)	\$24 buy.
H.K. Territorial (op.)	\$5 nom.
Humphreys Estates	\$15 nom.
Prince's Buildings	\$100 nom.
Rural Lands	\$100 nom.
Owo Cottons	\$10.35 sel. & sa.
Oriental	\$15.3 nom.
Shanghai Cottons (old)	\$15.3 buy.
Do. (new)	\$15.3 buy.
Amusements	\$11 nom.
Canton Ice	\$7 nom.
Cement (combined)	\$15 sel.
Do. (old)	\$18 nom.
Do. (new)	\$18 nom.
China Buses	\$11 buy.
China Light (combined)	\$11 buy.
Do. (old)	\$15 sel.
Do. (new)	\$15 nom.
China Provident	\$5.50 nom.
Construction	\$24 nom.
Dairy Farms	\$20 sel.
Der A. Wing (op.)	\$10 nom.
Hongkong Electric	\$64 buy.
H.K. Electric	\$40 nom.
H.K. Developments	\$20 sel.
H.K. Hopes (combined)	\$20 sel.
Do. (old)	\$10 sel.
Do. (new)	\$5 sel.
Hongkong Tramways	\$23.50 sel. 24 sa.
Lane Crawfords	\$104 sel.
Mackintosh	\$119 sel.
Peak Tram (old)	\$17 buy.
Do. (new)	\$17 buy.
Sincere	\$11 buy.
Taxi	\$20 sel.
United Abasco	\$30 nom.
Watanabe (old)	\$12 nom.
Wm. Powells	\$10 nom.
Singapore Tractors	\$4 sel.
buy-sellers; sel-sellers; sa-sales; nom.—Nominal.	

SUMMER HALF HOSE.



Our new assortment of light weight Socks in plain colours and fancy designs offer ample scope for expressing your individual taste.

Prices ranging from \$1.00 per pair.

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Pass books on application.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

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NEW COVERS AND CURTAINS.

DO NOT FAIL TO INSPECT WHITEAWAYS WONDERFUL STOCK OF CRETONNES AND CURTAININGS OVER 30,000 YARDS NEW GOODS.

THE WINDSOR



ONE OF WHITEAWAYS STANDARD VALUES.

SPECIAL OFFER

FOR THE MONTH OF MAY ONLY WE WILL MAKE UP ALL LOUSE COVERS AND CURTAINS FREE OF CHARGE.

FIT GUARANTEED.

ALL ORDERS TAKEN IN STRICT ROTATION.

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

WING ON CASE CONCLUDED.

PRISONERS FOUND GUILTY.
SENTENCE TO BE DELIVERED TO-DAY.

The Wing On case, one of the longest criminal trial in the annals of the Hongkong Law Courts, closed yesterday, but Sir Henry Gollan (the Chief Justice) postponed delivering sentence until this morning.

Au Kim Lui, the first prisoner, was charged on six counts: (1) with conspiracy to defraud the Wing On Bank of \$50,000; (2 and 3) uttering forged documents; (4) demanding money by means of a forged document, and with two charges of perjury. The latter were in regard to statements he had made in a civil action he had instituted against the Wing On Company. The jury found him guilty on all counts.

Lam Fook Chiu was jointly charged with the first prisoner on the first four counts. A verdict of guilty was returned against him on all counts except the fourth.

A CROWDED COURT.

When the hearing was resumed yesterday morning, the fifteenth day of the trial, the Court was crowded with Chinese. All the seating accommodation, where it was possible to hear the Chief Justice's summing up, was packed, and a crowd of persons stood all day on both sides of the dock.

His Lordship began his summing-up at 1.30 a.m. and concluded at 3.35 p.m. He read long extracts from the evidence given by witnesses for the prosecution and the defence.

The jury retired for a brief period, and returned the verdict as stated. His Lordship will deliver sentence this morning.

THE SUMMING-UP.

In the course of his summing-up, His Lordship dealt with each of the charges against the accused separately. Dealing with the charge of conspiracy, he said that it was only necessary to prove a criminal object on the part of two or more persons.

Referring to the criticism made by the Counsel for the prosecution that the defence had withheld their case until the last minute, His Lordship said that such a reservation should not be regarded as prejudicial to the accused, because prisoners were not bound to make a defence before the Magistrate.

Continuing, he said that on the whole the evidence in the case was circumstantial, and the onus of proof was undoubtedly on the prosecution.

Having read the evidence of Chan Sam, His Lordship turned to that of Ho Chook Pang, and pointed out that the latter had wholly contradicted Chan Sam's evidence. When the jury came to consider Chan Sam's statements, they would have to give the closest attention to the material part of Ho's contradiction. Chan Sam had stated that the second accused had confessed to him that the deposit book was forged. The defence had very pertinently asked why such a confession need ever have been made. It seemed very foolish. The jury would have to give very careful consideration to that point.

Continuing, His Lordship said that he considered it rather strange that the money which Au collected in Canton for the proposed bank should approximate so closely to the amount deposited at the Wing On Bank. The prosecution had put the figure at \$51,000 and the defence at \$54,000.

His Lordship dealt at length with the evidence concerning the depositing of the money and also referred to Tam Lay's evidence, pointing out to the jury that the fact that he refused to give his number at the Naval Yard had no bearing on his credibility as a witness.

PREVIOUS FALSE EVIDENCE.

Referring to the evidence of the two cashiers of the Wing On Bank, His Lordship said that the predominating duty of witnesses was to tell the truth and the whole truth. The jury would remember that he had severely reprimanded these witnesses for having given false evidence at the Magistrate. It was for the jury to decide as to the value which should be attached to their statements. When they stated that a page of one of the deposit books was forged, they were borne out by Professor Shellshar. Counsel for the first accused had spoken rather slightly of Professor Shellshar's capabilities as an expert, but it was impossible to set aside his evidence.

MR. ZEITLYN'S SUGGESTION.

Continuing, His Lordship pointed out that the prosecution had brought no direct evidence, except the statement made by Chan Sam, to bear upon the uttering of the forged document. If the jury found, however, that the accused had not uttered the document themselves, but had accused it to be uttered, even they were guilty. The first accused had stated that the original deposit book had never left his hands. It was, however, acknowledged that the label was taken off one book, and some reason should have been given. A suggestion had been made by Mr. Zeitlyn that an employee of the Wing On Company had done it, but there was no evidence and His Lordship remarked to the jury, "I do not think you can take very much notice of that."

(Continued on next column.)

H.K.C.C. TENNIS TOURNAMENT.

HONDA ENTERS SEMI-FINAL.
HANCOCK AND REDMOND WIN AGAIN.

By three sets to love, Honda defeated his compatriot, Akiyama, in the fourth round of the Open Singles had thus entered the semi-final to meet Yew Man Tsun.

Akiyama played a tenacious game and saved many of the opponents' difficult shots. Taking the offensive whenever he had the chance, he brought off many "aces" that drew forth applause from spectators. He did very well in the first two sets and gave Honda a close run in both.

Honda played one of the coolest games so far seen, and gave an exhibition of clever short cross-court drives. Remarkably accurate in his placing, he made Akiyama run around the court on many occasions in the third set and showed his real form by beating his opponent six love by brilliant all round play.

On his performance yesterday, he is likely to win the Open Singles again.

OPEN SINGLES.

After their five sets match on the previous day, Hancock and Redmond, appeared again yesterday in the 3rd round and had little difficulty in disposing of their opponents, Silva and Wahab, by three sets to one.

From the start it was evident that the British pair were the superior and their combination and courtcraft were object lessons for the young players opposed to them. Redmond delighted the spectators by striking his true form and he gave yesterday his best exhibition so far in the tournament. Hancock's service had some "kick" in it and his swift ground strokes both surprised and defeated his opponents.

Curiously enough, however, they fell off entirely in the third set. Their play was wild and inaccurate and they did not win a single game. But they made up for it in the fourth set again which they won 6-1. The losers put up a plucky performance, but were not good enough to extend the more experienced pair.

Steady play and good network gave Hett and Grimble an easy win over Newton and Broome in the 3rd round. The losers put in fine shots sporadically. Hett and Grimble enter the semi-final to meet the winners of the match to-day between Baines and Miskin and the Military pair, Major Pratt and Major Stevenson.

HANDICAP MATCHES.

In the semi-final round of the Singles "B," Dunbar secured a surprisingly easy win over Mitchell in two straight sets and will now meet the winner of Moncrieff and Linzelland in the final.

In the replay of the doubles match, Mackenzie and Bowker beat Dr. Craig and Dr. Valentine after a hard struggle and will now meet Foster and Tottenham (owe 30) in the third round.

Detailed scores are appended below:—

OPEN SINGLES.—(4th round) T. Honda beat T. Akiyama, 6-3, 6-4, 6-0.

OPEN DOUBLES.—(3rd round) R. Hancock and F. A. Redmond beat J. M. da Silva and Y. A. Wahab, 6-3, 6-3, 0-6; A. S. Hett and E. Grimble beat I. Newton and J. C. Broome, 6-1, 6-2, 7-5.

HANDICAP SINGLES.—"B."—W. L. Dunbar (scr.) beat E. J. R. Mitchell (owe 5/8), 6-3, 6-3.

HANDICAP DOUBLES.—A. K. Mackenzie and A. C. I. Bowker (scr.) beat Dr. Craig and Dr. Valentine (owe 3/8), 6-2, 8-4.

TO-DAY'S MATCHES.

OPEN DOUBLES.—(3rd round) M. K. Lo and M. W. Lo v. H. D. Runjahn and S. A. Runjahn; L. Baines and G. Miskin v. Major Pratt and Major Stevenson.

Mixed DOUBLES.—(Semi-final) H. W. Fitzroy Williams and Mrs. Williams (rec. 4/8) v. O. C. Womack and Mrs. E. R. Childs (owe 1/6).

If they believed the evidence of Chan Sam then it was conclusive evidence against the second prisoner.

With regard to the fourth count on which prisoners were jointly charged with demanding money by means of a forged document, His Lordship said that there was no evidence that the second prisoner was in Hongkong at the time.

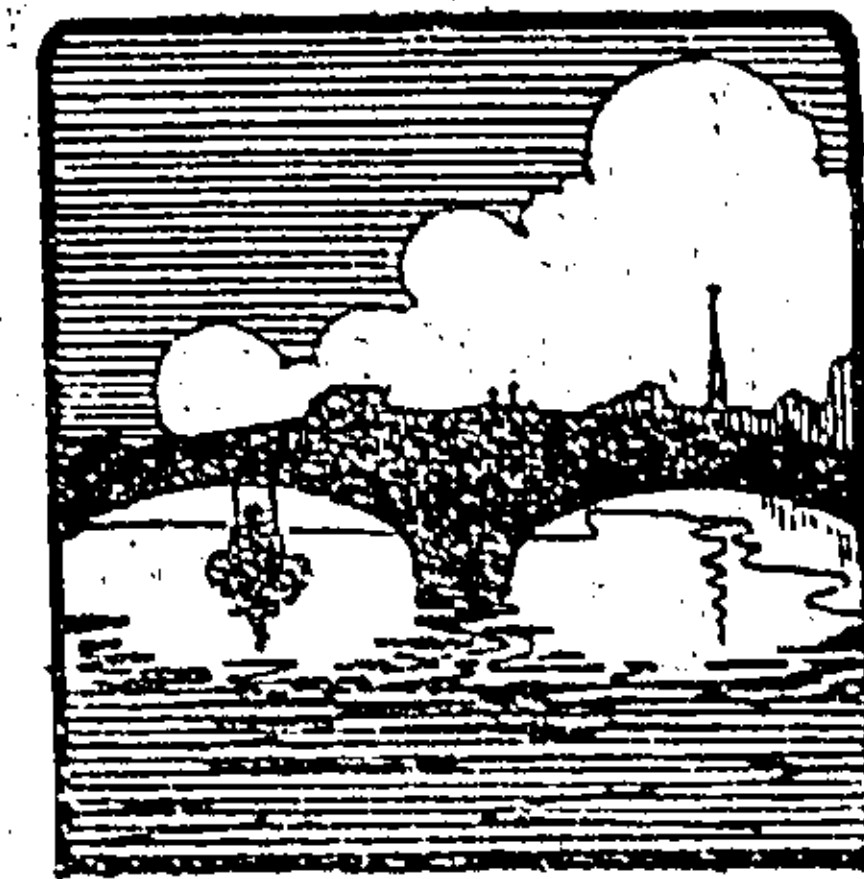
CHAN SAM AND TAM LAY.

Concluding His Lordship said: "This is a very complicated case, and I have therefore read a large portion of the evidence. The real material evidence is, however, not very complicated, and can be referred to in a very few words. It seems to me that your verdict in this case must to a large extent depend on the evidence of Chan Sam and Tam Lay. In justice to the defence you must consider the evidence of these two witnesses very carefully. You have always to remember that the onus of bringing the charges home rests on the Crown, and in deciding on your verdict you must be satisfied beyond reasonable doubt."

The jury then retired and returning in thirty-five minutes gave the verdict as stated above.

His Lordship thanked the jurymen for their services and informed them that they would be released from jury service for a period of three years.

Mr. P. C. Jenkin, appeared with Mr. H. G. Sheldon for the prosecution (both instructed by Mr. Bulmer Johnson of Messrs. Hastings, Denny & Bowley). Mr. C. G. Alabaster and Mr. Elsie Zeitlyn (instructed by Mr. G. K. Hall Brutton and Mr. Leo d'Almeida) were for the respective prisoners.

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FRESH FRENCH CHEESES.

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REBLOCHONS SAVOIE. GRUYERE.
COME EARLY.
MAGASIN GENERAL. (101)

EXPERT TUNING SERVICE.

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We undertake to care for your Piano for a small annual fee.

Terms on application:—

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Chater Road.

SHANGHAI RACES.

CHAMPIONS SWEEP FIGURES.

The following are some of the drawings in the big sweeps at the Shanghai Races:

A CHAMPIONS SWEEPSTAKES.	
Ticket Nos.	
Morning Flight	38491
Cinders	14091
New Zealand	7341
Piccolo	11581
Whatecroft	36984
Firestone	27881
Zouave	30543
Kismet	32123
Green Apple	17031
Papyrus	31220
The Warbler	33446
Leach Tree	24802
Pretty Dahlia	2613
Booran	32335
Poppyland	25689
Borderland	43822
Zululand	6839
Maoriland	37791
Old Bill	45072
Hystrung	32953
Magog	5831
Keorra	18381
Young Bill	34730
Charcoal	18738
	39551
	11824
	7782

B CHAMPIONS SWEEPSTAKES.

Ticket Nos.	
Morning Flight	29013
Cinders	24785
New Zealand	24071
Piccolo	32005
Whatecroft	12312
Firestone	30785
Zouave	1080
Kismet	32461
Green Apple	16979
Papyrus	33313
The Warbler	17791
Leach Tree	12553
Pretty Dahlia	4061
Booran	4118
Poppyland	0480
Borderland	24020
Zululand	6747
Maoriland	18642
Old Bill	13560
Hystrung	17361
Magog	28673
Keorra	13977
Young Bill	12450
Charcoal	16954
The Flamingo	13010
Battus	

POWHAITAN CLUB.

Ticket Nos.	
Pony	13815
Morning Flight	9973
Cinders	3795
New Zealand	9423
Piccolo	6934
Whatecroft	5985
Firestone	2941
Zouave	7367
Kismet	11912
Green Apple	14529
Papyrus	7824
The Warbler	10087
Leach Tree	

Pretty Dahlia	482
Booran	2341
Poppyland	8068
Borderland	3860
Zululand	8599
Maoriland	5993

SHANGHAI CLUB.

Pony	Ticket Nos.
Morning Flight	2000
Cinders	972
New Zealand	1963
Piccolo	1565
Whatecroft	290
Firestone	598
Zouave	797
Kismet	336
Green Apple	1039
Papyrus	884
The Warbler	1123
Leach Tree	1087
Pretty Dahlia	508
Booran	1298
Poppyland	1609
Borderland	1282
Maoriland	1719
Zululand	1943
Old Bill	253
Hystrung	1752
Magog	679
The Field	83,633.75
1st Prize	\$1,816.88
2nd Prize	\$728.75
3rd Prize	\$1,090.12
Qualified Ponies Divide	

THE "NAM WAH"

ALLEGED DETENTION NEAR TOURANE.

On the arrival of the s.s. *Kasura* (Chinese) from Tourane yesterday, the master, Captain Y. H. Nicol, reported to the Harbour Office that he carried as passengers the master and 17 of the crew of the s.s. *Nam Wah* (Portuguese). The *Nam Wah*, he stated, was still detained at Tourane.

It was previously reported that the *Nam Wah* had damaged her tail shaft and was anchored off the Indo-China coast. Subsequently she was towed to port by a French steamer.

It is now said that a claim for \$25,000 has been made for several hundred miles towage and that the *Nam Wah* has been detained until the claim is satisfied.

The Tai Shing Navigation Company, Hongkong, the local agents for the steamer, stated that their ship is not at, but near Tourane. They confirm that she is being detained in connection with the above mentioned claim.

QUEEN'S THEATRE.

There were large attendances at the Queen's Theatre yesterday to see the all British film "The Love Story of Alette Brunton." The film, to which reference has already been made in these columns, was very greatly appreciated, and will be screened at all performances to-day.

STUDENTS AND WORKERS
FIGHT.

TWO PEOPLE KILLED IN CANTON.

[FROM OUR CHINESE CORRESPONDENT.]

As the result of a fight between some students and workers in Canton during the observance of the "Day of National Humiliation" two persons were killed and three seriously wounded. The fight is regarded as the outcome of something more serious than a schoolboy quarrel and it is to be investigated by the Kuomintang who will appoint a special commission for the purpose.

MR. HU HAN MIN.

Mr. Hu Han Min, Minister of Foreign Affairs, has consented to become chief of the Division of Peasants and Workers in the party organization, succeeding the late Mr. Liao Chung Hoi, who was assassinated on August 20th. Since the death of Mr. Liao there has been no regular chief of this Division but Mr. Wang Ching Wei, Mr. Chan Kung Pok, and others have carried out the duties at different times.

BANDITS SUPPRESSED.

The "bandits" who have been interfering with the movement of Kuomintang troops since March, are now said to have been completely suppressed at Wushek and other North River towns. The Canton-Hankow Railroad, Kwangtung Section, which had to suspend service because of guerrilla warfare along the line, will, it is expected, resume its full operation at an early date.

THE RECENT PIRACY.

The pirates who captured Launch No. 6 of the Chung Shun Ferry Co., operating between the north and the south side of Canton City, have now released 26 more of their captives, making a total of 26, released altogether. There are about 20 still in captivity. Among those lucky enough to be released was Mr. T. K. Li, a private secretary to Dr. C. C. Wu, the Mayor of Canton. Mr. Li was given his freedom, because the chief pirate had also the surname of Li. One of the men still in custody is believed to be Dr. Leung Pui Kie, a well-known manufacturer of patent medicines and one of the oldest graduates of Canton Hospital College still living.

Mr. C. C. Wu has asked General Li Fuh Lin, known as the "King of Honam" in Canton City, for assistance in hunting down the pirates who have operated within the Harbour Limits.

VARIOUS ITEMS.

A Fishermen's League of the Kwangtung Coast is now being organised. The organising committee have temporary offices at the 34th Kuomintang Club in Canton City.

Professor Koo Man Yu, of the Peking Government University, has declined the Kuomintang appointment as President of the Kwangtung University.

By request of the Kuomintang in Canton, the local newspapermen in the Southern Capital will hold a memorial service out of respect of the late Mr. Shiu Piu Ping, editor of the *Ching Pao*, of Peking, who was sentenced to death and shot by troops of Marshal Chang Tso Lin.

The Educational Conference of Kwangtung Province, under the auspices of the Kuomintang, now in session in Canton, has confirmed the Kuomintang demand that all missionary institutions should register with the Kuomintang like other Chinese institutions. The Conference has 479 delegates from the different districts of the Province.

WANTED TO BE FREE.

A SERVANT GIRL'S ALLEGATION.

A Chinese servant girl was charged before Mr. R. E. Lindsell at the Central Magistracy yesterday, with stealing a \$500 note belonging to her mistress, a Chinese widow, living at No. 32, Third Street.

Complainant's daughter stated that she had occasion to open a safe in the house, and forgot to lock it. Later, one of seven \$500 notes was found to be missing. On being challenged the servant-girl admitted stealing it, and said that she had done so at the request of a "pork dealer" at the Sai Ying Pun Market, West Point, who promised to release her from her mistress.

Defendant repeated her story in Court, and said that she had given the note to the pork dealer, who promised to send her back to her mother.

She was sent to prison for six weeks.

FRIENDS FALL OUT.
\$1 FOR A NIGHT IN GAOL.

Accused by a girl friend of having stolen some of her jewellery and money, and in consequence being lodged in prison for a night, was the complaint of a Chinese youth at the Summary Court yesterday, when he claimed \$1,000 as damages from his accuser.

Lai Yin, the plaintiff, had long been acquainted with Lai Yuk, the defendant. They were distantly related. On April 10th plaintiff, as was his wont, visited the defendant at No. 32, Belchers Street, where she resided with an old woman. Defendant had occasion to go out on an errand, and on her return plaintiff was gone. But the old woman told her that prior to his departure he had gone to her cubicle. Defendant made investigations and found that the lock of a basket which she had in her cubicle had been forced, and some jewellery, and \$130 in money, had disappeared. Immediately suspecting her friend of the theft she had him arrested. Next day the police let him go, as they could not prove anything against him.

Frankly, the defendant admitted that she never had cause previously to doubt his honesty.

Mr. Justice Wood felt that the defendant had been justified in acting as she did, but he doubted whether defendant had the amount of money stated.

His Lordship held that the plaintiff was only entitled to normal damages, and fixed them at \$1. Plaintiff was to receive no costs other than disbursements.

CONTRADICTORY STORIES.

ROBBERY DENIED: ASSAULT ADMITTED.

As the result of an allegation made by a Chinese that he was severely assaulted and robbed at Elgin Street on the morning of April 26th, two Chinese appeared before Major C. Willson at the Central Magistracy yesterday afternoon charged with committing highway robbery, and with assault.

Mr. L. R. Andrews appeared for the prosecution, but defendants were not legally represented.

According to complainant's story, he was in Elgin Street about 9.30 a.m. on the date in question when two men set upon him. One, he said, seized him by the neck from behind while the other put his hands in his pockets and robbed him of \$45, two gold pins and a police whistle. Both men then ran away, the first defendant running down Elgin Street and into Hollywood Road, and the other man making off towards Bridges Street. The first defendant was caught by an Indian constable.

A Chinese married woman and a Chinese assistant in the China Coal Company, Wyndham Street, said that they saw two men holding the complainant in Elgin Street. The latter witness said that he went to see whether it was a robbery or a fight and as he approached the two men ran away.

In his statement, when charged, first defendant said that someone saw him assault the complainant, but he did not rob him.

The second defendant, in his statement to the Police, denied assaulting or robbing complainant.

From the dock, first defendant said that he was coming out on to the pavement in Elgin Street when he jostled the complainant and a fight ensued between them. The second defendant was only called in as a witness to the fight, and did not participate in it.

The second defendant, from the dock, said that he saw the fight, but took no part in it.

His Worship convicted the first defendant of assault only and fined him \$25, with the alternative of one month's hard labour.

His Worship also bound both defendants over to be of good behaviour for six months.

THE "SUN NING."

A CHANGED REGISTRY?

Considerable interest has been manifested on the waterfront during the past few days in the probable future of the local river steamer, the *Sun Ning*, which has been tied up at her wharf along the Praya for months, and is now reported as about to leave.

It is stated that the ship will be, or has been, changed from British to Chinese registry; that she may be put on the Kowloon or Canton run; and that a new crew is being procured from Canton by the steamer.

Nothing definite, however, is known. Up to late yesterday afternoon the *Sun Ning* was still lying at her wharf, and no clearance papers had been taken out, so an immediate departure is unlikely.

POLICEMAN IN TROUBLE.

CHINESE SERGEANT SENTENCED TO IMPRISONMENT.

At the Kowloon Magistracy yesterday afternoon, Mr. J. H. B. Nihill sentenced acting lance-sergeant D. No. 3, of the Wei-hai-wei contingent to one year's imprisonment with hard labour.

This man, who has had three years' service and hitherto bore a fair character, was sentenced to six months for the theft of \$3.50; to three months for demanding of \$3.00 with menaces and to six weeks each on two charges of misconduct as a police officer. The sentences are to run consecutively.

Mr. D. Burlingham, D.S.P., in opening the case, said that a petition, signed by over 100 people, had been received, stating that the police at Mongkok had been visiting the houses and demanding money.

The main evidence, he continued, was that of a hawk, who stated that acting Lance-Sergeant No. 3 had taken \$3.50 from him on April 5th.

The first witness Ng Ah, an unlicensed hawk of 54, Cramér Street, said that on March 24th, after hawking in his boat he came ashore and walked across the reclamation ground at Tai Kok Tsui.

He was stopped by a Shaantung policeman (the defendant), who searched his person, after he (witness) had taken the money from his pocket. The constable demanded the money, which witness refused to hand over. Finally, however, the constable took the money away by force.

Witness's cries for help brought a number of people, on whose arrival the constable returned the money to witness.

Witness went to the Mongkok Police Station to report the matter, but a Shaantung policeman, on sentry duty, prevented him from entering.

Witness then went to Yaumati Station and saw a European police officer.

ANOTHER CASE.

Next to give evidence was Lau Tuk Cheung, another hawk living with his mother and father and two lodgers. He stated that on April 5th, he was walking along an embankment at Tai Kok Tsui about 1 a.m., when he met No. 3 sergeant (a Wei-hai-wei policeman) who "collared him and wanted to search him." The policeman found some money on witness, which he demanded. The policeman then took witness to Mongkok Police Station.

No one was there except two Shaantung policemen. In the charge-room, he waited for an hour without anything being said. Then No. 3 Sergeant (defendant) took witness to the Mongkok Road. There he took \$3.50 from witness, which was all the money he had. Witness then walked towards his home, defendant following him as far as the door. Witness called out to his mother; at defendant's request, asking her to give the sergeant some money.

Witness added that the sergeant had demanded three more dollars, otherwise he would arrest witness. The defendant, on not having his demand complied with, drew his truncheon and threatened witness, later kicking him in the presence of his mother.

After that, the mother handed \$3.00 to the sergeant, who then went away. Witness made no report to the Police, but complained to the neighbours the following day. He also mentioned the matter to the previous witness.

Witness added that on May 7th he had picked out defendant from among 20 persons at an identification parade at the Waikiki Police Station.

Lao Moh, father of previous witness, was next called. He said that besides his wife and son, two women lodgers, Wong Fuk and Mok Tong, lived in the house. In the early hours of April 6th a Shaantung policeman brought his son to the house. He was awakened by the shouts of his son and went outside. The policeman had several stripes on his arm, yellow, red and white. The policeman demanded \$3.00; otherwise he would hit his son. The wife of witness handed over the money. The policeman then left.

Ho King, wife of the previous witness, gave corroborative evidence with regard to the incident of April 6th.

Wong Fuk, one of the lodgers, also bore out the gist of the previous testimony.

Sub-Inspector H. Phillips, in charge of Mongkok Police Station, said that on April 6th defendant (Lance-Sergeant D. No. 3) was on general patrol from 12 a.m. to 4 a.m. Defendant had obtained a certificate for the Chinese dialect in March, 1925. There were no other Wei-hai-wei sergeants from Mongkok Station on duty between the hours mentioned, although there were two other sergeants attached to the station. From the "section chief" witness proved that the defendant was on duty in Tai Kok Tsui at the time complained of. He visited the station at 1.40 a.m.

Detective-Inspector W. Pincott gave evidence of the identification on May 7th. There were 16 men on parade, including defendant.

All were dressed in plain khaki shirts without numbers or stripes.

(Continued on next Column).

SPANISH AVIATORS.

LEAVE MACAO ON LAST STAGE OF THEIR FLIGHT.

Captains Gallarza and Loriga, the Spanish aviators, left Macao early yesterday morning on the last stage of their flight to the Philippines.

The two mechanics were left behind at Macao to follow later by steamer when Captain Loriga's damaged machine has been brought from Tinpak.

AIRMEN REACH THE PHILIPPINES.

MANILA, May 11th.

The Spanish aviators, Capt. Gallarza and Capt. Loriga, have arrived at Aparri.

[The *Manila Bulletin* referring, a few days ago, to the plans made for the reception of the Spanish airmen in Manila, said: The United States army planes, equipped with wireless, left Camp Nichols on April 28th for Aparri, where they will await the arrival of Captains Loriga and Gallarza. The planes of the latest type in use by the aviation corps in the Philippines, are piloted by First Lieut. Paul L. Williams, Corregidor; First Lieut. Stanley M. Umstead, Corregidor, and First Lieut. Harry M. Mills, Camp Stotsenburg. The three American fliers will escort the Spanish airmen from Aparri to Camp Nichols, and all the airmen will come down over the Cagayan Valley, Isabella province; Bayambang, Nueva Viscaya province; Balete Pass, Nueva Viscaya province; San Jose, Nueva Viscaya province, and Camp Stotsenburg, Pampanga. It is understood that twelve planes from Camp Stotsenburg will accompany the fliers from there to Camp Nichols.]

We have been asked to state that the Spanish aviators when in Hongkong did not make a flight in a local machine as was currently reported. All aeroplanes in the Colony are Government property; there are no commercial planes here.

TRAFFIC CASES.

SUMMONS AGAINST EUROPEAN DISMISSED.

At the Central Magistracy yesterday, before Major C. Willson, Mr. W. Brodie was summoned for driving a car past a stationary tram-car at Arsenal Street on April 19th.

An Indian constable said he called on defendant to stop, but defendant simply turned round and said "maskee."

Mr. Brodie, in evidence, stated that his car was stationary when the tram-car came along, and as some passengers had to alight, he moved off.

Inspector Kent admitted that if this was so, Mr. Brodie had acted correctly. The summons was dismissed.

EXCESSIVE SPEED.

Mr. Henry Humphreys, giving evidence in a case in which a Chinese was charged with dangerous driving, said that the defendant turned round Statue Square at about 25 miles an hour, and nearly collided with the car which he (witness) was driving.

Defendant said that he was travelling at about twenty miles an hour.

The magistrate remarked that even that was excessive, and imposed a fine of \$25.

MOTOR HORNS AS TOYS.

Another Chinese driver charged with dangerous driving and causing a nuisance by sounding his horn continuously in Chater Road, admitted the second charge, but denied the first.

Mr. J. H. Brister gave evidence against the defendant. He considered that he was travelling at 25 miles an hour.

Defendant submitted that it was utterly impossible for him to have travelled at that speed because the road was congested with rickshaws and other traffic.

He was fined \$20 on the first charge, and \$10 on the second.

MINOR OFFENCES.

Mr. S. L. Yen, manager of the Dragon Garage, was fined \$5 on each of two summonses for failing to produce his driving licence, and also with passing a moving vehicle on the wrong side of the road.

The second witness, said Mr. Pincott, without hesitation, picked out the defendant, who was standing eleventh in the line.

The other witnesses failed to identify the defendant.

This closed the case for the prosecution.

Defendant, in the witness-box, gave an emphatic denial of the charges. However, he caused some amusement by giving a lecture to the Court on the duty of policeman. He admitted that he was on duty on the night in question, but denied that he had visited the house of the second witness.

FOUND GUILTY.

The Magistrate said he was unable to accept the defence of accused. He considered the case an exceptional one in view of the fact that defendant was a sergeant.

After Mr. Burlingham had handed in the character of accused, and informed the Magistrate that the Police viewed the matter with the utmost concern and asked for the extreme penalty, sentences amounting to 12 months' imprisonment with hard labour were imposed.

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THE WHITSUN "FANLING" HUNT MEETING.

THE WORLD'S FINEST PRISMATIC BINOCULARS.

The "ZEISS FIELD GLASSES" embody in a prominent degree the following features:

They are endowed with a remarkable light transmitting power—They have a large field of view—an exquisite definition—Objects are seen in striking relief and differences in their respective distances from the observer can be readily appreciated—The glasses are effectively protected from the access of dust and moisture and are therefore well adapted for use in the tropics—They are light and yet thoroughly rigid.

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[108]

COLUMBIA NEW-PROCESS RECORDS
(BY MILTON HAYES).

- 3726 MONTY ON FASHIONS
- 3801 MONTY ON BANANAS
- 3313 MONTY ON POLITICS
- 3476 MONTY AT WEMBLEY

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LATEST MODELS
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NEW ADVERTISEMENTS.

HONGKONG CRICKET CLUB.

TENNIS TOURNAMENT.

TO-DAY at 4.15 P.M. on the
ENCLOSED COURT.

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MEMBERS 20 CENTS
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GOLDEN JUBILEE CELEBRATIONS

ST. JOSEPH'S COLLEGE,
1875-1925.

SATURDAY, 15TH MAY, 100 P.M.—College
Sports at Happy Valley.

SUNDAY, 16TH.—Solemnity of the Feast of
St. John Baptist de la Salle.

8.30 A.M.—Solemnity of the Feast of
St. John Baptist de la Salle.

MONDAY, 17TH, 4.00 P.M.—The Brothers
"At Home" to Parents, Past Pupils
and Friends, when the College Build-
ings, Laboratories and New Chapel,
may be visited.

5.00 P.M.—Thanksgiving Service—Bene-
diction and Te Deum in the College
Chapel.

5.30 P.M.—Gymnastic Display. Distribu-
tion of Sports Prizes by A. E. Wood,
Esq., Director of Education.

6.00 P.M.—Concert in the New College
Hall. Address by J. P. Braga, Esq.,
J. P.

4.30-5.30 P.M.—Tea will be served.
4.30-6.00 P.M.—The Band of the East
Surreys will play by kind permission.

Parents, Past Pupils and Friends are cor-
dially invited.

Rev. Bro. AIMAR,
Director.



PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of
the Sale by Public Auction to be
held on MONDAY, the 17th day of
May, 1926, at 2 p.m., at the Office of
the Public Works Department, by Order of His
Excellency the GOVERNOR, of One Lot of
CROWN LAND at Shaikwan in the
Colony of Hongkong, for a term of 75 years,
with the option of renewal at a Crown Rent to be
fixed by the Surveyor of His Majesty the King,
for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot.	Boundary Measurements.	Area in Acres.	Area in Sq. Feet.	Annual Rent.	Upset Price.
1	Lot 1, Shaikwan, bounded by the sea on the north and east, by the road on the south, and by the road on the west.	1.12	10	\$1.12	\$1.12



PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of
Sale by Public Auction to be held on
MONDAY, the 17th day of May, 1926,
at 3 p.m., at the Office of the Public Works
Department, by Order of His Excellency the
GOVERNOR, of One Lot of CROWN LAND
at Tsim Sha Tsui in the Colony of Hongkong,
for a term of 75 years, with the option of
renewal at a Crown Rent to be fixed by the
Surveyor of His Majesty the King, for one
further term of 75 years less three days.

PARTICULARS OF THE LOT.

No. of Lot.	Boundary Measurements.	Area in Acres.	Area in Sq. Feet.	Annual Rent.	Upset Price.
1	Lot 1, Tsim Sha Tsui, bounded by the sea on the north and east, by the road on the south, and by the road on the west.	1.12	10	\$1.12	\$1.12

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RETARY by EUROPEAN LADY. Familiar
with General Office Routine, Eight Years'
Experience in Law Offices.—Apply Box 191,
c/o Hongkong Daily Press.

ON SALE.

HONGKONG HARBOR REPORTS
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Revised by Members.
PRICE 85
Daily Press Office.

INTIMATIONS.

BOY SCOUTS' ASSOCIATION.

H. E. THE GOVERNOR will INSPECT
the BOYS on WEDNESDAY, 12TH
MAY, at 5.30 P.M., when a Scout Display will
be given on MURRAY PARADE GROUND. The
Public are invited to Attend. [3544]

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THE BANQUE DE L'INDOCHINE beg-
ins to inform All Interested in SAFE
DEPOSIT, that they have actually in their
New Building, 5, QUEEN'S ROAD, SAFE
DEPOSIT BOXES at the Yearly Rate of \$8
for the Small Size and \$12 for the Large Size.
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Situa at Victoria and Kowloon in the
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SUBDIVISION 2 of SECTION E of
INLAND LOT No. 1274, together with
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Area: 1,078.75 Sq. ft. Crown Rent: \$3.75.

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The Auctioneer.
Hongkong, 7th May, 1926. [3531]

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INTIMATIONS.

THE CANTON INSURANCE OFFICE,
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NOTICE TO SHAREHOLDERS.

THE FORTY-FIFTH ORDINARY GEN-
ERAL MEETING of SHARE-
HOLDERS will be held at the Office of the
Undersecretary, TUESDAY, 18TH MAY,
1926, at Noon, for the purpose of receiving the
Report of the General Agents, together with a
Statement of Accounts for the Year ended the
31st DECEMBER, 1925.

The SHARE REGISTER and TRANSFER
BOOKS will be CLOSED from the 4th to the
18th MAY, 1926, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Agents.
Hongkong, 23rd April, 1926. [3498]

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ESTATES, LIMITED.

THE SECOND ORDINARY ANNUAL
MEETING of SHAREHOLDERS in
the Company will be held at the Office of the
Company, "St. George's" Building, No. 6,
Connaught Road, on THURSDAY, the 20th
MAY, 1926, at 11 o'clock A.M., for the purpose
of receiving a Statement of Accounts and the
Report of the General Managers for the period
ended 31st DECEMBER, 1925, and electing a
Committee and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from TUESDAY, the 11th
MAY, 1926, until THURSDAY, the 20th
MAY, 1926, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 10th May, 1926. [3545]

UNION INSURANCE SOCIETY OF
CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the
FIFTY-THIRD ORDINARY
YEARLY MEETING of the Society will be
held at the Head Office, Union Building,
Hongkong, on FRIDAY, 29TH MAY, 1926, at
11 o'clock A.M., for the purpose of receiving
the Report of the Directors and the Statements
of Account to 31st DECEMBER, 1925, and of
declaring Dividends, etc.

The TRANSFER BOOKS of the Society
will be CLOSED from MAY 12th to MAY
28th, both days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hongkong, May 3rd, 1926. [3519]

BRITISH TRADERS' INSURANCE
COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the
SIXTIETH ORDINARY YEARLY
MEETING of the Company will be held at its
Head Office, Union Building, Hongkong, on
FRIDAY, 29TH MAY, 1926, at 11.15 A.M., for
the purpose of receiving the Report of the
Directors and the Statements of Account to
31st DECEMBER, 1925, and of declaring
Dividends, etc.

The TRANSFER BOOKS of the Company
will be CLOSED from MAY 12th to MAY
28th, both days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hongkong, May 3rd, 1926. [3520]

THE CHINA FIRE INSURANCE
COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the
SEVENTY-SEVENTH ORDINARY
YEARLY MEETING of the Company will be
held at its Head Office, Union Building,
Hongkong, on FRIDAY, 29TH MAY, 1926, at
11.20 A.M., for the purpose of receiving the
Report of the Directors and the Statements of
Account to 31st DECEMBER, 1925, and of
declaring Dividends, etc.

The TRANSFER BOOKS of the Company
will be CLOSED from MAY 12th to MAY
28th, both days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hongkong, May 3rd, 1926. [3521]

THE OCEAN ACCIDENT AND
GUARANTEE CORPORATION
LIMITED.

Issue Policies Covering
ACCIDENT AND ILLNESS
MOTOR CAR AND CYCLES
BAGGAGE (ALL RISKS)
PUBLIC LIABILITY
(GENERAL THIRD PARTY)
BURGLARY, ETC.

Agents:

GILMAN & Co., LTD.,
44, Des Voeux Road,
Telephone No. C. 290.

INTIMATIONS.

THE SPIRIT OF
THE SEAS.

From the great blue deep came
forth the Empire, boundless and
free. Across the wide waters of
all the seas unceasingly pass men
and ships, binding more tightly
the common bonds of a noble
heritage. Not least amongst these
ties is

DEWAR'S

DEWAR'S
"WHITE
LABEL"AND
"VICTORIA
VAT"FINEST
OLD SCOTCH WHISKY.

As supplied to the Houses
of Lords and Commons.

By Royal Appointment to
His Majesty The King.

SOLE AGENTS:

A. S. WATSON
& CO., LTD.

BIRTH.
SMITH.—On May 8th, 1926, at Dr.
Fearn's Nursing Home, Shanghai, to
Mr. and Mrs. W. SMITH, a daughter,
still born.

Hongkong Office: 11, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, MAY 12TH, 1926.

FOREIGN SETTLEMENTS IN
CHINA.

We would commend the admirable speech
of the Governor-General of Kiangsu and
Chekiang, which appeared in the *Daily
Press* yesterday, to the earnest study of
all our Chinese friends. When China
first insisted that the foreigners should
live in restricted and clearly defined areas
she certainly did not imagine that those
areas would flourish until they became
an object lesson to the whole country of
what enterprising and honest adminis-
tration might accomplish. The foreign
settlements and concessions have pro-
gressed while China has stood still and
now the Chinese youths, who make a
great parade of patriotism without under-
standing, apparently, the real significance
of the term, profess to find in them a
source of great humiliation at the loss
of Sovereign rights. The "camps" in
which the foreigners were aggregated have
become a veritable Nabob's vineyard.

Surely the attitude of the Govern-
ment of Kiangsu is the only reasonable
and practical one for the Chinese to
adopt. He confesses to a feeling of
humiliation when passing from the Con-
cessions to Chinese territory but, in his

case, the humiliation is not due primarily,
or even largely, to the loss of Sovereign
rights. It arises from recognition of the
obvious fact that neither roads, buildings
nor public works, of any description in
China will stand a moment's comparison
with similar undertakings in the areas
under the foreigners' control. In the cir-
cumstances he admits that "empty-
mouthed" demands for the rendition of
the concessions are useless—China would
not know what to do with them or how
to maintain their prosperity if they were
all handed back to her to-morrow—and
consequently he urges his fellow country-
men, before clamouring for the respon-
sibility, to prepare themselves to receive
it.

In order to set an example Marshal
SUN CHUAN-FANG outlines a scheme he
has prepared for "A Greater Shanghai."
Under his plan, the districts outside of
the Foreign Settlement will be placed
under one administration and an attempt
is to be made to turn the whole
into a model city which will bear
comparison with Shanghai itself. When
the work is completed he suggests that
it should form the basis of the demand
for the abolition of foreign concessions
and declares his confidence that these
demands will not then be refused.

This is a point of view which we can
understand and with which we can whole-
heartedly sympathise. It has been wel-
comed by the foreigners in Shanghai and
Mr. FESSENDEN, on behalf of the Muni-
cipal Council, has already offered assist-
ance and co-operation if such are needed.
Foreigners do not require concessions
except for their own safety. Once they
have guarantees that they will be allowed
to carry on their lawful business unham-
pered and unmolested the concessions will
be gladly surrendered.

To-morrow (Thursday) being Ascen-
sion Day there will be a celebration of
the Holy Communion in the Peak Church
at 8 a.m.

Two Chinese were sentenced to three
weeks' hard labour at the Central Magis-
tracy yesterday, for stealing two canvas
awnings from a shop at Connaught Road
West.

The total output of the Kailan Mining
Administration's mines for the week
ending April 24th amounted to 75,349
tons and the sales during the period to
25,361 tons.

At the Kowloon Magistracy yester-
day before Mr. J. H. B. Nihill, a "boy"
employed by Major Fynch, of No. 3,
Armand Buildings, was fined \$3 for
depositing refuse in the street.

The second ordinary annual meeting
of shareholders of the Hongkong and
Territorial Estates, Ltd., is advertised to
take place at St. George's Building, on
Thursday, May 20th, at 11 a.m.

The death occurred at the Italian
Convalescent Hospital on Monday of Mrs.
Maude Nicol, wife of Capt. T. R. Nicol.
The funeral service was held at Happy
Valley cemetery yesterday evening.

The *Fatchan* arrived yesterday at 5
o'clock, something over two hours behind
her schedule time. The delay was due
to a slight accident on the trip down but
the steamer will resume her sailing as
usual to-day.

Major-General Luard, General Officer
Commanding the Forces, Major J.
Macready and Lieut. R. Q. F. Johnston
were passengers by the *D'Armaghan* for
Shanghai. The *D'Armaghan* left at mid-
night last night.

Detective Sub-Inspector Shannon and
Mrs. Shannon are proceeding on Home
leave on Saturday by the P. & O. s.s.
Kashgar. Also going on Home leave on
the same vessel is Mr. W. R. Hillier
(Boarding Officer at the Harbour Office).

Among the passengers arriving in the
Colony by the R.M.S. *Empress of Canada*
yesterday was Mr. C. H. Mount, of
Vancouver, an official of the Marpole
Coal Company, who is on a world tour,
and is now proceeding direct to Europe.

Mr. J. H. B. Nihill gave an order
at the Kowloon Magistracy yesterday
for the confiscation of 540 rounds of
ammunition which had been found on
May 6th on the *Empress of Canada*. The
ammunition, which was unclaimed, was
found by a Chinese Revenue Officer.

Several small robberies occurred on
Monday. Clothing to the value of
\$120.00 was stolen from No. 23, Hill
Road; jewellery and clothing worth \$64
from 202, Queen's Road West; an
electrical apparatus valued at \$64 from
184, Shanghai Street, Yau-mat; and
property worth \$187 from 54, Main
Street, Shaikwan.

The following are booked as passengers
for Hongkong on the s.s. *Kashgar*,
which sails from London on May 20th—
Mr. and Mrs. H. B. Butters, Capt. E. G.
and Mrs. Clarke, Mr. Greenhalgh, Capt.
C. M. and Mrs. More, Mrs. O'Callaghan,
Mr. Scott.

Viscount Willingdon, head of the
British Boxer Indemnity Commission to
the Far East, accompanied by Lady
Willingdon, arrived in the Colony
yesterday by the R.M.S. *Empress of
Canada*, from Manila. They came from
the North by the *Empress* and are re-
turning to Shanghai by the same steamer
on Friday. They propose remaining in
Shanghai for a couple of days before
rejoining the Commission, which resumes
its sittings at Tientsin.

Of the 140 bags of mail landed on the
arrival of the m.v. *Fogland* yesterday,
only 41 bags of papers (via Negapatam,
London, April 8th) were from the United
Kingdom. The remainder of the mail
was from the Straits and the Continent,
and consisted of letters and papers. In
addition to the Home mail (letters,
papers and parcels) due this morning on
the *Valua*, there will a further mail
from Home, via Siberia, by the s.s. *Pre-
sident Wilson* to-morrow. This liner will
also bring U.S.A., Honolulu, Japan and
Shanghai mail.

PASSENGERS BY THE
"MOREA"

SAFE ARRIVAL IN LONDON.

In view of the present conditions in
England friends in Hongkong will be glad
to learn that all passengers by the s.s.
Morea, which left here on April 3rd, have
arrived safely in London.

The Hongkong office of the P. & O.
have received telegraphic advice from the
Managing Directors of the Company in
London that the passengers disembarked
at Southampton on Friday, the 7th inst.,
and arrived in London on Saturday
morning last.

DEPARTURE OF REV. FATHER
ROBERT.END OF 37 YEARS' WORK IN
FAR EAST.

When the Rev. Father Robert left
Hongkong yesterday afternoon on the s.s.
Angers for France he severed an asso-
ciation with the Far East extending over
a period of more than 37 years, the last
22 years of which have been spent in
Hongkong.

Father Robert came to the East in
January, 1889, at the age of 23 years.
He was in Hongkong for about one month
and was then transferred to Shanghai,
where he remained until 1904. From 1904
until his departure yesterday he has been
head of the French Mission in this Colony.
For ten years Father Robert was a mem-
ber of the French Municipal Council in
Shanghai. It was largely due to his fore-
sight that the new French Concession was
built and he was associated prominently
with the laying out of the beautiful
French gardens at Kowloon. The street
—Rue Pere Robert, was named in his
honour.

In Hongkong Father Robert was a
director of many local companies and
rendered able service to the business life
of the Colony. It was at his suggestion,
and largely through his co-operation, that
the French Convent was removed from
uncongenial surroundings at Wanchai to
its present site at Causeway Bay.

Among the decorations which Father
Robert holds are Chevalier of the Legion
of Honour, which was conferred on him
in 1921, after having been twice previously
offered but declined; Officer of the
Chinese Order of the Golden Crop; Grand
Officer of the Imperial Order of the
Dragon of Annam; and also Officer of the
Dragon of Annam.

The new Procurator-General of the
French Mission in Hongkong will be the
Very Rev. Father A. M. Boiteau.

COMING TO HONGKONG.

PASSENGERS BOOKED ON P. & O.
STEAMERS.

The following passengers are booked on
P. & O. steamers for Hongkong:

On the s.s. *Malwa*, which arrives in
Hongkong to-day, are:—Surg.-Lt. and
Mrs. G. Aubrey, Mr. John Boardland, Mr.
D. J. McK. Bone, Miss H. Bugden, Mr.
W. Brace, Mr. D. A. Campbell, Surg.-Lt.
Finlayson, R.N., Mr. W. and Mrs.
Green, Surg.-Cdr. P. L. and Mrs.
Gibson, Mrs. H. S. Hills, Cdr. H. F. B.
Handley, Mr. and Mrs. Jinks, Mr. A.
and Mrs. Kirby, Q.M.S. A. E. and Mrs.
Lea, Mr. S. J. Longhurst, Mr. W. S. T.
McFatchin, Mr. W. A. and Mrs. Rose,
Brevet-Major F. C. Roberts, V.C.,
D.S.O., O.B.E., M.C., Comdr. C. M. R.
Schwerdt, Mr. R. E. and Mrs. Sedgwick,
Mr. C. R. Spittley.

On the s.s. *Mantua*, which sailed from
Southampton on April 24th are:—Miss
K. Andrews, Lt. J. P. Brown, M.C., Mr.
C. G. and Mrs. Crooke, Mr. J. Exton,
Mrs. Hale, Mr. T. and Mrs. Hill, Miss
J. S. Jackson, Mr. J. F. and Mrs.
Lunney, Comdr. E. W. W. Ling, Major
L. J. Lightfoot, Dr. L. McGilchrist, Mr.
P. W. and Mrs. Panthura, Mrs.
Raworth, Miss Robinson.

On the s.s. *Karnata*, which left London
on May 6th are:—Mr. and Mrs. Audif-
fert, Miss Bells, Mr. B. A. and Mrs.
Hyne.

The following are booked as passengers
for Hongkong on the s.s. *Kashgar*,
which sails from London on May 20th—
Mr. and Mrs. H. B. Butters, Capt. E. G.
and Mrs. Clarke, Mr. Greenhalgh, Capt.
C. M. and Mrs. More, Mrs. O'Callaghan,
Mr. Scott.

THREE RAILWAY ACCIDENTS.

"BRITISH GAZETTE" SUSPICIOUS OF FOUL PLAY BY STRIKERS.

MANY POLICE PROSECUTIONS BUT FEW DISORDERS.

JUSTICE ASTBURY'S IMPORTANT DECISION: STRIKE ILLEGAL AND AGAINST LAW.

[THROUGH REUTER'S AGENCY.]

OMNIBUS SERVICES IN LONDON ARE BEING STEADILY IMPROVED AND THE LONDON AND NORTH-EASTERN RAILWAY ANNOUNCE THAT A THOUSAND TRAINS ARE NOW WORKING ON THEIR SYSTEM. IN A NUMBER OF TOWNS TRAMWAY MEN HAVE RETURNED TO DUTY. THERE HAVE BEEN MANY POLICE COURT CASES OF RIOTING AND IMPEDING THE POLICE. IT IS STATED THAT THERE ARE SIGNS OF INCREASING ANXIETY AMONGST THE STRIKERS REGARDING THE CONSTITUTIONAL ISSUE. SECTIONS OF THE WORKERS DO NOT WISH IT TO APPEAR THAT THEY HAVE THROWN DOWN A CHALLENGE TO THE NATION. ON THE CONTRARY, THEY NOW WANT TO ESTABLISH THE DISPUTE ON A PURELY INDUSTRIAL BASIS.

IN THE CHANCERY DIVISION, IN GRANTING AN INJUNCTION AGAINST CERTAIN UNION BRANCH OFFICIALS, JUSTICE ASTBURY STATED THAT THE SO-CALLED STRIKE WAS ILLEGAL AND CONTRARY TO LAW. THOSE PARTICIPATING, HE SAID, WERE NOT PROTECTED BY THE TRADE DISPUTES ACT.

LONDON, May 11th.

In the Chancery Division, Justice Astbury, in granting an injunction against certain branch officials of the Sailors and Firemen's Union, said the so-called general strike was started by the Trade Union Congress illegally and contrary to law. Those inciting or participating therein were not protected by the Trade Disputes Act (1916).

AN IMPROVEMENT.

An appreciation of the situation broadcast this morning shows that the whole of the country continues to be quiet, and transport facilities are steadily expanding. Government protection measures are sufficient.

Defections from the strikers' ranks are principally among the railwaymen. There is a considerable increase in unemployment due to the closing down of industries.

The East End of London is absolutely quiet.

The Belfast dockers ignored the orders to strike when the Liverpool-Fleetwood steamers arrived, and they unloaded all the foodstuff.

ROTTERDAM, May 11th.

Food shipments to England are resuming as a result of the confirmation from the British Government that vessels can be discharged.

THE RUSSIAN MONEY.

Moscow, May 11th.

The General Council of the Soviet Trade Unions announces that in consequence of the Trade Union Congress's refusal to accept the proffered 2,250,000 roubles, the money would be returned to the subscribing Russian Trade Unions, but the collections would be continued and deposited to the credit of a special relief fund for British miners, and placed at the disposal of the T. U. C. or Miners' Federation. The Soviet Council adds the special agreement for a united front by British and Soviet Trade Unions is strengthened by the creation of an "Anglo-Soviet Unity Committee."

SIGNS OF IMPROVEMENT.

LONDON, May 10th.

An official communiqué says that the situation throughout the country is being well maintained. The arrangements for distribution of milk, food and petrol have been more successful than on any other day of the strike and they promise to improve continuously.

The unloading and transportation of commodities is approaching normality.

It may generally be stated that the Government emergency arrangements have settled down working thoroughly.

The position of the supply of light and power is satisfactory.

Railway services have improved and one-fifth of the regular staffs of the railway companies are working.

Disturbances have been few but where they have occurred they show signs of becoming sharper. Nevertheless, there is no cause for anxiety and police have complete control.

THE RAILWAY ACCIDENTS.

LATER.

There were three railway accidents, the first since the strike, to-day.

A passenger train at Edinburgh crashed into a goods train. Three were killed and seven injured.

A goods train collided with a stationary passenger train at Bishop Stortford. One was killed and one injured.

An express from Edinburgh was derailed north of Newcastle. There were no fatalities, but one passenger was seriously injured.

FOUL PLAY SUSPECTED.

The *British Gazette* says the derailment of the express from Edinburgh is believed to be due to foul play by strikers, as a fish-plate had been removed from the line. There were 500 passengers aboard the train, but only one was injured, in the leg.

The *Gazette* says that bolts were removed from the line near a level-crossing at Egham, Surrey, on Sunday.

MORE DISORDERS.

A seaman was sentenced to three months' hard labour at Greenwich for urging a big crowd to set about the police.

A Superintendent said the accused's conduct led to fifteen arrests and originated the trouble at Deptford on Saturday night, necessitating the calling out of a hundred police. Bricks and bottles were thrown and plate glass windows were smashed. Three others were sentenced to one month and two months.

COMMUNIST LEADER'S WIFE REMANDED.

Mrs. Marjorie Pollitt, wife of the Communist leader Harry Pollitt, was charged at Bow Street with the unlawful possession of documents containing false statements, the publication of which would be a contravention of the Emergency Regulations and likely to cause disaffection among the civil population.

MANY POLICE CASES.

Cases have been heard in London, Nuneaton, Middlesbrough, Chesterfield and Newcastle police courts for rioting, impeding the police and circulating false news.

Sentences have ranged from one month to three months' hard labour.

Alexander Auld, the local Secretary of the General Workers' Union at Shap, Westmoreland, has been sentenced to three months' hard labour for issuing appeals to workers not to join the special constabulary.

REVIEW OF THE SITUATION.

LONDON, May 10th.

The week has opened with an appreciable all-round improvement in transport, evidenced by the improved train schedules posted at the stations. Motor buses are running over most routes and their capacity is in no-wise over-taxed. Volunteers are arriving everywhere in gratifying numbers.

Official announcements show that the situation in London and the Home Counties is unchanged and ample transport is available at all sub-centres.

Three hundred Cambridge Undergraduates went to Hull yesterday to assist in unloading at the docks.

The London Docks area is generally quiet, though a police sergeant was struck with a hammer, and a special constable was stabbed in the back at Nine Elms.

As regards the situation in the North-Western Division, transport is moving satisfactorily. There have been no developments regarding the proposed strike at the lairages at Birkenhead or the flour mills, but on the whole the situation is easier.

The Northern Division is fairly well supplied with food and it was unnecessary for the Haulage committee to provide transport on Sunday.

PLENTY OF VOLUNTEERS.

The situation in the South-Western Division is normal. It is well furnished with newspapers.

A number of strikers are drifting back at Plymouth and some transport workers at Bristol, who were called out from private flour mills, have applied for work elsewhere where they are unknown.

As regards the North-Eastern Division all is quiet at Leeds, Hull, Sheffield, York and other large towns. Volunteers are freely responding.

In the Midland Division there are improved train services.

In the North Midland Division there is ample volunteer labour for road transport. Food ships are unloading at Grimsby, and the contents are being dispatched without difficulty.

In the South-Midland Division road transport workers have remained at work on a considerable scale, except at Southampton. Volunteers are coming in such numbers that the supply available for electrical and mechanical work exceeds the present needs. Numerous Oxford Undergraduates are working at the Docks.

In the Eastern Division all is quiet. A demonstration by 50,000 strikers at Norwich was peacefully conducted and there were no inflammatory speeches.

BELFAST DOCKERS STRIKE.

BELFAST, May 10th.

The dockers have gone on strike.

STRIKERS' "UNBROKEN FRONT."

LATER.

A communiqué issued by the Trades Union Congress says:—"The front remains unbroken" and the difficulty is to keep other men in, pending any decision to call them out. It quotes a message from the N.U.R. declaring that reports of railway men having returned to work at different centres have been proved to be "entirely without foundation." It also quotes a Transport Workers' Union message that all is solid and the T.U.C. adds that it has received a message from the Master of Balliol and the Master of University College, Oxford, earnestly hoping that for the future peace and unity of the country nothing may be allowed to stand in the way of an attempt to resume negotiations. The senders state that this resolution was signed by 58 fellows and 130 graduates.

COMMONS DEBATE ON PUBLICITY.

LATER.

In the House of Commons, arising from a question that the Government was provisionally commandeering newspaper, which Mr. Churchill ascribed as a necessity for safeguarding the dissemination of news throughout the country, Mr. Lloyd George drew attention to the refusal of the broadcasting authorities to issue an appeal signed by the Archbishop of Canterbury formulated at Lambeth at May 7th, on behalf of the Christian churches in the country, embodying a resolution that the time for conciliation had arrived, and suggesting that the

General strike be cancelled, the Government offers of assistance for the coal industry for a definite period be renewed, and the mine owners' notices withdrawn. Mr. Lloyd George complained that the foregoing was not published in the *British Gazette*.

Mr. Churchill pointed out that many important things were perforce omitted which the Government did not object to inserting. The Chancellor gave an assurance that the Archbishop's appeal would be inserted in the *British Gazette* at the earliest possible opportunity.

CONTINENTAL ACTION.

LONDON, May 10th.

The Trades Union Congress announces that the International Federation of Trade Unions has requested all centres to open relief funds for the British strikers. The Dutch Federation sent the first contribution, which was £5,000.

DANISH FINANCIAL SUPPORT.

COPENHAGEN, May 10th.

The Danish Trade Union Congress has decided to send the British Trade Unions 50,000 kroner per week as long as the strike lasts.

FRENCH WORKERS' AID.

PARIS, May 10th.

In conformity with the Ostend decisions the National Federations of Maritime Unions, port and Dock labourers have issued instructions forbidding unemployed seamen to serve on British ships. French seamen should refuse to work French coal-ships for England and dockers must not coal or victual any British vessels.

BUNKERING IN HOLLAND.

ROTTERDAM, May 10th.

Owing to the strike in Britain, bunkering stations near Rotterdam which are worked by unorganised labour are most active. The men have hitherto completely disregarded the appeal of the Trade Unions to refuse to bunker British vessels, and 78 vessels were bunkered last week as compared with eighteen in the previous week.

WIRELESS STRIKE NEWS.

RUGBY, May 10th.

While many men are returning to work in different occupations, there is no indication of any general movement in this direction. Reports from various parts of the country, however, say that there are signs of increasing anxiety amongst sections of strikers on the constitutional issue and that many workmen came out before realising that their action, might reasonably be interpreted as a challenge to the constitution. A summing up of the reports, would appear to indicate a general desire to re-establish the dispute on a purely industrial basis.

BUS AND TRAIN SERVICES.

Omnibus services in London show progressive improvement. Transport difficulties in many provincial towns are also being considerably reduced. There is a normal train service in Liverpool and an efficient omnibus and train service in Edinburgh. Tramway men have resumed work at Huddersfield, Dewsbury, Leeds, Bath, and other places, where the train services are now running. At Bath, it is noteworthy that the men signed on as non-unionists. Omnibus systems in all countries south of the Thames are running punctually and the public are able, by catching connections, to make journeys of some length.

The statements issued by two of the main railway systems illustrate to what extent the strike has been counteracted in regard to railway transport. The London and North-Eastern Railway announce that 1,000 trains are now working on their system as compared with 760 on Saturday. During the week-end 94 goods trains were worked, carrying milk, vegetables, fish, cattle, meat and general merchandise. The London Midland and Scottish Railway announce that they are running about 1,000 passenger trains and this number will be increased to-morrow. They have been able to make such progress with the reinstatement of passenger trains as to cover the essential sections of the railway with a service sufficient to meet requirements. They have indeed a surplus of passenger train staff for present requirements and are turning their attention to freight train services, as the situation permits.

(Continued on next column.)

[THROUGH HAVAS AGENCY.]

THE MOROCCAN WAR.

FURTHER AIMS OF FRENCH FORCES REALISED.

PARIS, May 11th.

Papers from Damascus state that the French have cleared the quarter of Meidan where the Druses got a footing. 87 rebels were killed and 71 captured. The French losses were three killed and eight injured. Four important Druse leaders have made submission.

RAZAK, May 11th.

The French have started new operations in the area of Benim Estaras and reached without difficulties all their aims north of Tahada and in the region of Nbukara.

[THROUGH REUTER'S AGENCY.]

THE LEAGUE'S COMPOSITION.

BRITAIN OPPOSED TO ANY VIOLENT CHANGES.

GENEVA, May 10th.

To-day's proceedings of the committee on the composition of the League of Nations Council, resulted in a general agreement that any modification in the Covenant was undesirable and that the rule that the Council's decisions must be unanimous should be maintained.

SYSTEM OF ROTATION.

LATER.

Viscount Cecil opened the proceedings of the committee by emphasising the importance of the discussions, and the necessity of avoiding anything in the shape of revolution. He declared that the British Government was opposed to any violent changes in the composition of the Council.

Viscount Cecil further suggested a system of rotation for non-permanent members of the Council.

Signor Scialoja, (Italy) and Senor Palacios (Spain) urged the necessity for unanimity in Council decisions, and the former, while opposing too great an increase in the number of non-permanent members, declared that the making of the League of Nations into a super-State must be avoided.

This would-to-day be an anachronism, he concluded.

PARTICIPATION IN WORK.

In the course of the general discussion a communication from the Government of the Commonwealth of Australia was distributed embodying the views of Australia in regard to the composition of the Council. It suggested that the Council should still consist of permanent and non-permanent members, but that the permanent seats should be restricted to the Great Powers, including Germany. The Australian Government feels the Council cannot be increased much beyond its present size, and it throws out the suggestion that Members of the League of Nations not permanently represented on the Council shall have an opportunity of participating in its work. The Commonwealth Government has grave doubts whether any advantage is to be gained by adopting geographical divisions in the election of non-permanent members, furthermore the Commonwealth opposes any modification of the rule of unanimity in respect of the decisions of the Council.

THE NEW CHAIRMAN.

M. Motta (Switzerland) has been elected chairman of the present proceedings at Geneva.

Senor Thomas Lebreton (Argentina) was appointed the Chairman of the Committee for the Re-organisation of the League Council. The same delegate is vice Chairman of the League Council and he decided upon the principle of holding sittings publicly.

OVERSEAS ARRIVALS.

Twenty-six ships docked and undocked in Liverpool during the week-end and 30 to-day. Passengers arriving at this and other ports are being conveyed to their destinations without any delay, unless they are bound for remote places. For instance, the *Liners Caronia* and *Baltic* arrived at Liverpool to-day from New York and motor coaches were waiting to convey the passengers. The *Ballarat* arrived at Plymouth, from Australia and South Africa, and her 460 passengers left immediately for London by special train.

OTHER ITEMS.

While the Stock Exchange remained extremely quiet to-day a favourable tendency prevailed and whatever changes took place were in a higher direction. Industrials, notably were harder.

The great milk depot which the Government has established in Hyde Park is now being supplied so freely by the railway that supplies by road are being dispensed with and the lorries hitherto used for this purpose are being diverted for the transport of flour, bacon, etc., from the docks and for other services.

Two hundred vessels bringing 2,000 tons of fish arrived at different ports to-day. Very reasonable prices are being maintained for fish.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

JAPAN'S EMPEROR ILL.

TOKYO, May 11th.

It is officially announced that the Emperor suffered a slight stroke from cerebral anaemia this morning, but is improving.

EGYPTIAN AFFAIRS.

AMERICAN WIDOW AWARDED \$53,000 BY MIXED COURT.

CAIRO, May 10th.

The Mixed Courts have given judgment in the case of Mrs. Folk, widow of the American ex-Senator who recently proceeded against Zaglul Pasha and Mahomed Mahmoud Pasha, claiming \$600,000 for her husband's services in the cause of Egyptian Independence.

The Courts rejected the claim against Zaglul Pasha and Mahomed Mahmoud Pasha personally, but condemned Zaglul, as President of the Egyptian Waft, to pay \$55,000, with costs.

HOME CRICKET.

WOODFILL'S SECOND CENTURY FOR AUSTRALIANS.

LONDON, May 10th.

Rain delayed a re-start at the Oval until 3.30 this afternoon. About one thousand spectators saw the Australians continue their innings on a soft lifeless wicket.

Collins declared at tea-time with the score of 385 runs for nine wickets. Woodfull made his second successive century by hitting up 118 by slow laborious cricket. He was at the wicket for three hours, forty minutes, and hit only one four. Hendry made 88, and Lockton, the Surrey bowler, took four wickets at a cost of 105 runs.

In the time remaining for play, Surrey scored 64 for one wicket, Hobbs succumbing after scoring twenty-two.

MATCHES ABANDONED.

LATER.

The following matches were all abandoned owing to rain:—

WOMCESTERSHIRE v. SOMERSET.
Worcestershire: 233 (M. Foster, 58; Jewell, 67).

SOMERSET: 14 for 2 wickets.
WARWICKSHIRE v. HAMPSHIRE.
Warwickshire: 286 (Parsons, 171).

BOYES, 5 wickets, for 53 runs.
HAMPSHIRE: 16 for 2 runs.

LEICESTERSHIRE v. GLAMORGAN.
Leicestershire: 195. Ryan, 5 wickets for 55 runs.

GLAMORGAN: 37 for 1 wicket.

DAVIS CUP TENNIS.

BRITAIN DEFEAT POLAND IN SINGLES.

LONDON, May 10th.

At Harrogate in the Davis Cup (first round, European Zone) Britain beat Poland.

O. G. N. Turnbull (Britain) defeated Cretwytynski 6-0, 6-2, 7-5 and J. D. P. Wheatley beat Kleinadel 6-2, 6-4, 6-1.

[Note: An earlier cable gave Britain two other singles victories. A Davis Cup tie comprises four singles and one doubles match.]

[REUTER'S AMERICAN SERVICE.]

FLIGHT OVER POLE.

PRES. COOLIDGE'S CONGRATULATIONS TO AVIATOR.

NEW YORK, May 10th.

In a statement issued this morning, President Coolidge expressed heartfelt congratulations in connection with Lieutenant Commander Byrd's flight to the North Pole. Mr. Coolidge adds that the fact that the flight seems to have been accomplished without the slightest mishap demonstrates the high development reached in the art in the United States.

Lieut. Commander Byrd has wirelessed his mother, who is living in Richmond, Virginia, announcing his safe return, and his mother told Press representatives that she "is very proud of Dick."

His brother, Henry, who is Governor of Virginia, expressed himself in like terms, adding that "Dick" has been "lucky all his life."

NORGE LEAVES SPITZBERGEN.

OSLO, May 11th.

The Norge has started for the North Pole from Spitzbergen.



The materials used in the Dunlop Cord Tyre are the best obtainable—and they are applied in the best way by the most skilful tyre builders in the world.

DUNLOP RUBBER CO., LTD., BIRMINGHAM.

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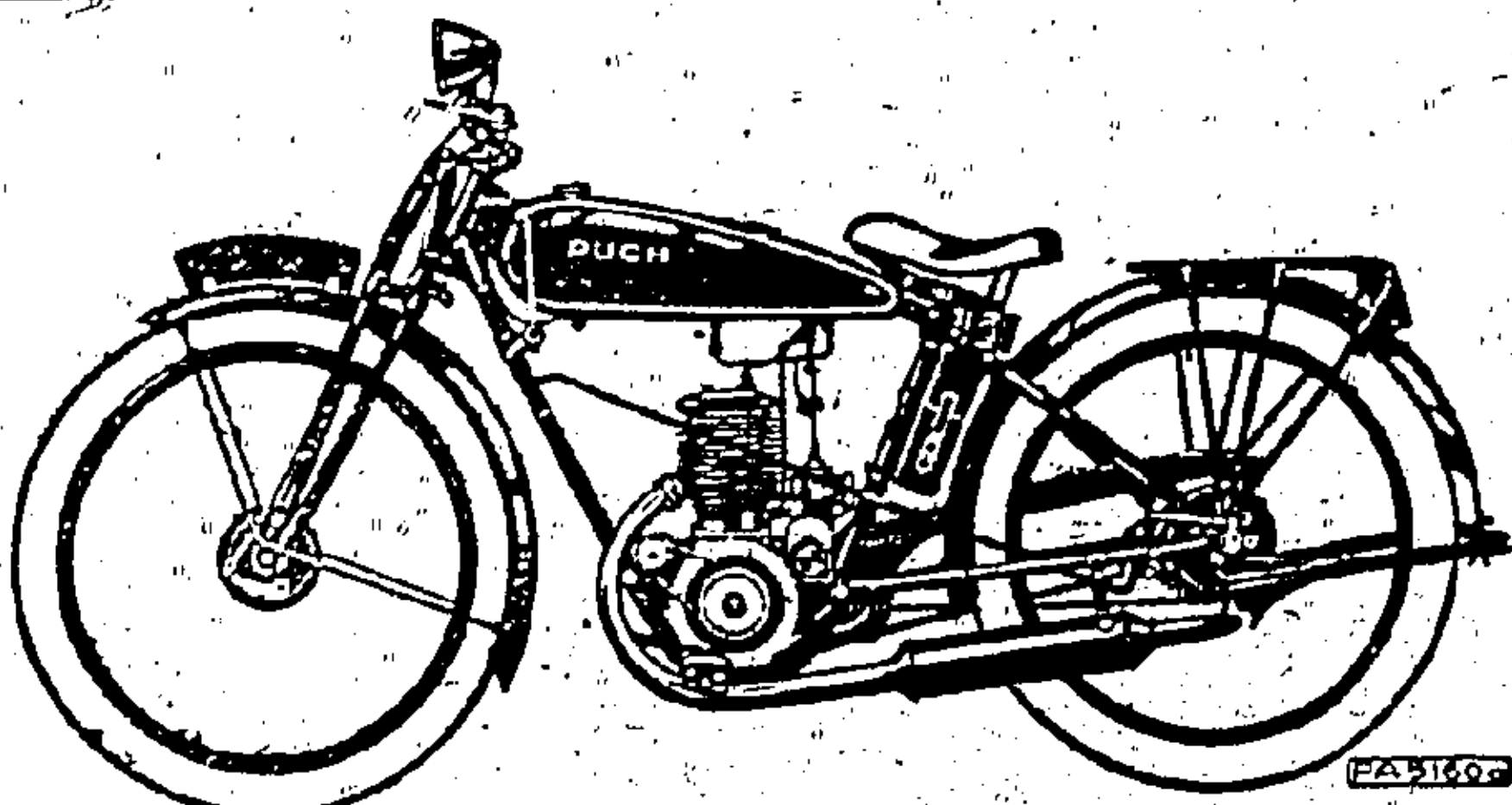
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[A.P.B.]

CARS **SINGER** CARS
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BRITISH THROUGHOUT.

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6, DES VŒUX ROAD CENTRAL. [A.P.B.] 114]



SOCONY
MOTOR OILS
AND
GASOLINE

Motoring Notes:

A Weekly

Review dealing with matters of interest to all local motorists.—Electrical Equipment worth watching in Hongkong.

[BY AN OWNER-DRIVER.]

THE DAMP WEATHER.

The electrical equipment of a motor-car is perhaps the most sensitive section of the mechanism and fittings. It is especially so in the summer in Hongkong.

The damp, humid weather injures the insulation. In England the conditions, on the whole, are far more favourable, except for one thing. The cold winter weather in England causes the engine to give a lot of trouble in starting. That affects the battery.

The wiring of a car is difficult to trace without a diagram. Fortunately, most makers supply a full and complete book of instructions with their cars. The book usually includes a diagram of the wiring arrangements.

THE BATTERY.

The invention of the electrical self-starter was a great triumph for the motor engineer. In the old days when a car stopped in a centre of traffic there was only one thing to do, and that was to get out and swing the cranking handle.

Nowadays a push on the button or switch that connects up the battery with the starting gear is all that is needed. There is a flick, and away the engine runs. The battery supplies the power to the starting motor. It also is useful as a standby for the lamps.

It is not, however, usually realised that the amount of power needed for starting the motor is much more than that used for lighting.

In actual fact the demand on the battery by the starting motor is very great indeed. It must be kept right up to the mark in order that the strain shall not cause damage. It pays the owner to care for the battery.

SHORT CIRCUITS.

In this damp climate it is quite easy for wires to become short circuited and if that happens it means trouble.

The ideal arrangement would be to have a separate battery for the self-starter and one for the lights, but the cost and the weight prevent that arrangement being used.

Speaking generally it is the self-starter that causes most of the battery trouble. One way to reduce the probability of trouble with the battery is to use the self-starter as little as possible.

In starting up the engine from cold the starting handle should always be used. There is a tendency for the pistons to stick when the engine is cold. The lubricating oil becomes more fluid as the engine warms up.

In this Colony there are so many hills that it should be fairly easy to start up from cold. It is rather disturbing to the passengers if, during the ascent of a hill, the engine stops and the driver proceeds to save his self-starter. He does that by allowing the car to run backwards and then he suddenly throws in the reverse.

FOR EXPERTS ONLY.

It is, of course, a considerable strain on the transmission mechanism, especially if the car is allowed to gather speed before the reverse gear is thrown in. The driver needs to be quite an expert in order to carry out these gyrations.

It is as well to remember that you must cross over the road before you do run down hill backwards. You must move with the stream of traffic even if the bonnet of your car is where the luggage carriers of the other cars are.

It is much simpler to "pick up" the engine if you can run down hill in the usual way. Even a gentle slope is enough.

You get sufficient way on the car and then drop in to a low gear.

THE CLIMATE.

Why these ideas are put forward may be explained. During the hot weather it is a distressing business to crank up a car. It is seldom necessary, as, despite the great strain on them, batteries are fairly reliable. It must be confessed, however, that there is still room for an invention that will eliminate the battery.

There have been so many improvements in motor-car construction that it is by no means improbable that some auxiliary method of starting up, say by compressed air, may be used to save the battery as much as possible.

In the meantime it must be said, in fairness to the manufacturers, that they do everything possible to prolong the life of the battery.

In this climate there is considerable evaporation. Distilled water only should be used for making up evaporation losses.

THE SMALL CAR DRIVER.

The great event of the year in England, for the amateur motorist, is the annual run from London to Land's End, organised by the Motor-Cycling Club.

This year all previous records were broken. As many as 533 machines entered. No less than 185 of them were cars. A large number of the cars were entered and driven by amateurs.

These trials give a great advertisement to the Sport's Model. We do not see many such models in this Colony, but they are becoming more and more popular on the Continent, in Great Britain and in the U.S.A.

The British manufacturers recently decided to limit the number of competitions for which they would enter cars.

The decision was made on the score of economy. It is not generally realised that it is almost as expensive to enter a motor-car for a race as to enter a race horse.

What the manufacturers have been aiming at has been a great reduction in the cost of the small car.

The ideal that they have in mind is a small two-seater at £100. There is still some way to go yet, but it is by no means unlikely that the development of the quick revolution engine will enable still more reduction in weight to be made.

A LOCAL TRIAL.

These competitions, such as the Eastern London to Land's End trial, are of great interest to the amateur drivers and the spectators. We should like to see the local Automobile Association bestir itself and make a renewed effort to run a competition round the island.

From London to Land's End is 317 miles. The start was made at 10 p.m. from near Slough. The cycles and small cars went off first at half minute intervals.

The three large car classes (numbered from 411 to 533) were sent off at intervals of a minute.

Any car that completed the 317 mile in time won a bronze medal. There were awarded also silver and gold medals for exceptional performances.

It may be of interest to remark that the human element is still most important. The jockey wins the race on many occasions. The clever driver brings his car to victory where a careless driver would fail entirely.

THE NOISE THAT ANNOYS.

A correspondent who lives near to the Bonham Road has written to complain of the noises from motor horns that keep him and his family awake at nights.

It must be confessed that some of the horns used make very ugly noises, and during the summer it is practically compulsory for residents to have all windows open.

In this particular case, the correspondent is quite sure that a driver waits for his lady love. He serenades her (according to the theory of the correspondent) each night at about 11.30 p.m. The horn that he uses has a note that tears across anything. The noise comes at regular intervals.

We are all subjected to similar persecutions in this Colony. Our correspondent wishes that the Captain Superintendent of the Police Force had to live on Bonham Road. If he did he would have the full benefit of, not only motor horns, but also of cymbals and drums and all the other paraphernalia connected with weddings and funerals in that locality.

It is probable that the police might be rather more rigid on this question of noise. But it must be understood that it takes about fifty cars to make as much noise as one really first class Chinese wedding feast.

The motor-car is now well silenced but there is room for improvement with motor-cycles.

FREIGHT COSTS ON CARS.

Some interesting figures concerning the cost of transport and packing charges on motor-cars from London to some of the principal overseas markets have been published in *The Export Trader*. These figures are of particular value to those who go home on leave and who wish to bring a car out to Hongkong.

WHAT IS YOUR CHOICE?

The cost of transport and packing is, of course, dependent on the size and weight of the car. The figures are given for Japan and also for Singapore and Penang. Nothing is said about Hongkong and Shanghai, but we will assume (for the sake of safety) that the tariff to the China Coast ports is the same as Japan. It is probably about five per cent. less.

Now if we consider bringing out a Rolls Royce, the big 40-50 horse-power model, we must take the above costs as £22 13s. 6d. If we pick out a tiny two-seater the cost is £17 13s. 6d. Taking a 12 horse-power English touring car, very suitable for work in this Colony, the cost is £38 10s. 0d.

INSURANCE COSTS.

The above figures are for packing and shipment from London. They are based on the assumption that the packed measurements and weights come within the schedules as laid down by the shipping companies. The car must be delivered to the warehouse where it is dismantled and packed.

The insurance is about ten shillings per cent.

It is possible to make arrangements in Hongkong to purchase a car in England that will be available the day you arrive "home." You may use it during your leave and return it to the makers who will thoroughly overhaul it, and send it out to Hongkong. That saves a great deal of trouble. It is not at all expensive. Indeed, it costs no more to have that excellent service with the car than it does to buy the car new in Hongkong.

ITALY'S PRIDE.

Every citizen of the U.S.A. is proud of Henry Ford although he dearly loves to relate any one of the many Ford car stories.

In Italy they are immensely proud of the new 7 horse-power Fiat car. This product of a famous works is known as the model 508. It is not too much to say that all Italy watched for a glimpse of the model when the announcement was made that the famous Fiat works had decided to turn out a small car.

The displacement of the engine is 990 C.C. This year in the winter reliability trials of the R.A.C. of Sweden this small car beat all other rivals.

Leaders in the bigger classes were Hilson (Ford car) in 74 hours and the Ajax, Jewett Dodge and Studebaker cars appear on the list as winners.

In some places the snow was so deep that skis had to be fitted to the front wheels and the cars had to proceed for long distances on bottom gear. The thermometer stood between 3 and 23 degrees below zero.

SELF-HELP AND THE STRIKE.

Motor-car owners and motor-cyclists in Great Britain must have been having some considerable excitement during the past week. The congestion of traffic in and around London must have been intense. Fortunately, car drivers usually possess plenty of patience and a sense of humour.

We can imagine that scouring of the countryside, during the week-end, for eggs, fresh butter and vegetables. What a relief it must have been for those who could get right away into the peace of the quiet villages after listening to the uproar and din of the cities with the tense industrial warfare.

INDESCRIBABLE CONDITIONS.

It is impossible for us to visualise the confusion that must have taken place in the large centres of the North as soon as the general strike commenced.

The man who could get his family away from Lancashire or Yorkshire into Devonshire or Cornwall was indeed lucky. There must have been thousands and thousands of small car owners who thanked the lucky stars that led them to purchase such a convenient means of transport.

If the strike continues there will be emergency measures for serving out petrol and lubricating oil. We may be sure that the big oil companies have well matured schemes. They are famous as organisers.

Everybody deplores the wretched strike, but it will drive home to the general public the necessity of having some form of motor vehicle.

Self-help is a virtue which needs to be cultivated in these days. We cannot rely upon others to an indefinite extent.

If you have your own motor-vehicle and can drive it you are, at any rate, able to please yourself about transport matters.

CHILD'S LEGITIMACY.

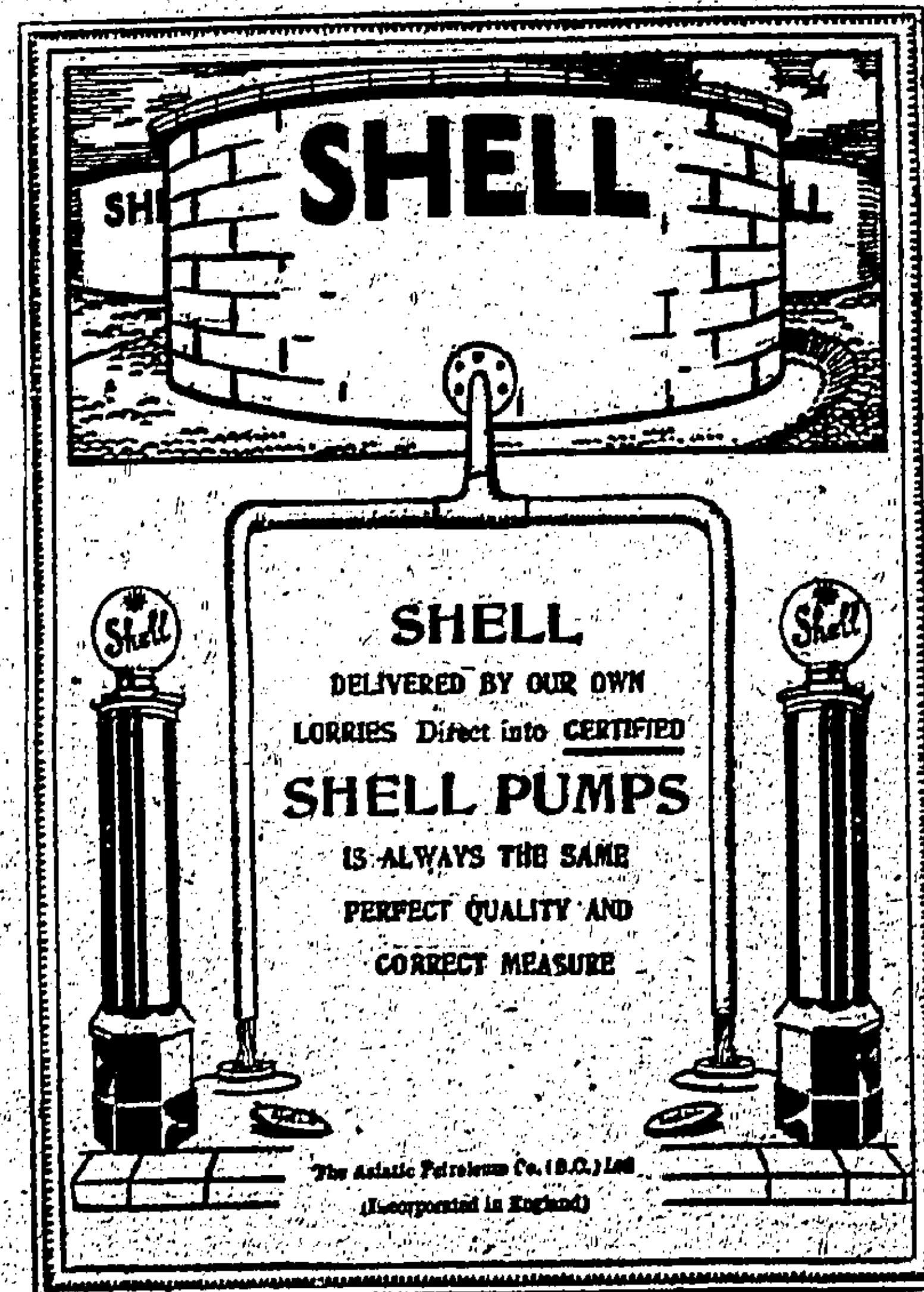
SEQUEL TO RUSSELL CASE.

The London *Daily Sketch* announces that as a sequel to the Russell divorce case Geoffrey Russell's petition, through his guardian, for a declaration of legitimacy, will be heard during the coming law term.

It is intended to have the question of his legitimacy settled while Geoffrey is still young.

Mrs. Russell was successful in her appeal to the House of Lords against the divorce decree obtained by her husband, Lord Amphil's heir. The question of the child's legitimacy was a leading point in the case, and resulted in a new ruling that until the parents are divorced the allegation of a husband that he had no access to his wife cannot be admitted as evidence of illegitimacy of a child born to the wife.

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Sill (H.W.O.S.T.) 34 ft. 6 ins.

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8,000 Tons Displacement
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TELEPHONE No. 212.
CALL FLAG: "C" OVER "ANS. PENNANT."

SAILINGS FOR EUROPE :-

T/S "SAARLAND" on or about 20th May, 1926.
M/V "VOGTLAND" on or about 21st June, "

SAILINGS FOR SHANGHAI AND JAPAN :-

(DUE FROM EUROPE)

M/V "VOGTLAND" on or about 11th May, 1926

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complaints. Every lady should
keep a box in the house.
Chemists and Stores sell
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WARTIN, Chemist, Southampton, England.

Last night's weather report, forecast and remarks, by the Royal Observatory said:—

The anti-cyclone has passed into the Pacific. Depressions are situated over Korea and Tongking.

Local forecast:—South-east or variable winds, moderate, cloudy, showery.

inable R M. I

OF DOCK, DOCKAGE, &

B. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong

SHIPPING NEWS.

ARRIVALS.

May 10th.
Amoy Maru, Japanese str., 4,822 tons, Capt. M. Sekijo, from Kobe and Shanghai, the latter port she left on May 7th, with a general cargo, lying at buoy No. 48—O.S.K.

Sui Fik, Chinese str., 175 tons, Capt. Lo Shui, from Sha I' Chung, with pigs and fruits, lying at Luen Chong Wharf.—Fook Hoi & Co.

Fogland, German motorship, 4,500 tons, Capt. J. Buch, from Hamburg and Singapore, the former port she left on March 20th and the latter on May 10th, with a general cargo, lying at Kowloon Wharf.—Jensen & Co.

May 11th.
Angers, French str., 5,680 tons, Capt. E. Rigaud, from Shanghai, which port she left on May 10th, with a general cargo, lying at buoy No. 41—Messageries Maritimes Co.

Chicago Maru, Japanese str., 3,630 tons, Capt. Kenzo Ishimaru, from Moji, which port she left on May 10th, with a general cargo, lying at Kowloon Wharf.—O.S.K.

D'Artagnan, French str., 9,526 tons, Capt. Besirat, from Marseilles, which port she left on April 23rd, with a general cargo, lying at Kowloon Wharf.—Messageries Maritimes Co.

D'Arment, Chinese str., 1,561 tons, Capt. D. T. Lewis, from Amoy, with a general cargo, lying at Stonecutters' Quay on S.S. Co.

Empress of Canada, British str., 12,847 tons, Capt. S. Robinson, C.B.E., from N.R.L., from Manila, which port she left on May 9th, with a general cargo, lying at Kowloon Wharf.—C.P.R.

Kuara, Chinese str., 503 tons, Capt. T. R. Nicol, from Tourane, with a general cargo, lying at buoy No. 127.—Fu Kuen Co.

Koon Sang, British str., 5,447 tons, Capt. H. W. Chandler, from Calcutta, which port she left on April 23rd, with a general cargo, lying at Kowloon Wharf.—Jardine, Matheson & Co.

Tokio Maru, Japanese str., 4,280 tons, Capt. I. Niri, from Kobe and Hilo, the latter port she left on May 7th, with a general cargo, lying at buoy No. 44—N.Y.K.

Wing Shek Kung, Chinese str., 800 tons, Capt. R. M. de la Sala, from Saigon, which port she left on May 10th, with a general cargo, lying at buoy No. 144—Kwong Hong Hong.

CLEARANCES.

May 11th.

Amoy Maru, for Singapore.*Angers*, for Saigon.*Chicago Maru*, for Singapore.*D'Artagnan*, for Shanghai.*D'Arment*, for Amoy.*Howard*, for Saigon.*Kohoku Maru*, for Takao.*Takao*, for Hongkong.*Sunkong*, for Kwang Chow Wan.*Sui Fik*, for Sha I' Chung.*Tai Sei Ma*, for Kwang Chow Wan.*Tak Hing*, for Hui Hoi.*Tanaka*, for San Francisco.*Tanjana*, for Macassar.*Tokio Maru*, for Keelung.*Fogland*, for Shanghai.*Jatshung*, for Shanghai.

SHIPPING NOTES.

The master of the s.s. *Fogland* (German) from Hamburg and Miti, reported to the Harbour Office yesterday that the second cock died on May 9th and was buried at sea.

A half-submerged derelict junk with about 4 feet of freeboard and two heavy spars attached is reported to have been sighted by H. M. Submarine *L33* in latitude 23° N., longitude 111° E. The derelict is described as being dangerous to navigation.

A notification to mariners, posted at the Harbour Office, and issued by the Customs Authorities at Fook Hoi, states that the Oriental Rock Beacon has now been replaced in position and the temporary mark removed. The characteristics of the Beacon remain unchanged.

The s.s. *Unlank*, until recently the s.s. *Batavia*, has sailed on her maiden voyage, under her new name, for Amoy. The steamer was formerly on the British registry, but when remained was registered under the Chinese flag. Her new owners are the Tai Lei Hong, of 67, Wing Lok Street. The steamer changed hands following an arrangement with creditors, one of whom was a local firm with a claim amounting to a large sum for towing the *Batavia* into port following the breaking of her propeller shaft at sea.

The total number of deck passengers entered for the twenty-four hours ended at 9 a.m. yesterday was 142, of whom 135 were carried by one steamer.

The master of the s.s. *Koon Sang* (British) from Calcutta and Singapore, reported to the Harbour Office yesterday that one Chinese male deck passenger died during the voyage and was buried at sea.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Canada* (Capt. S. Robinson, C.B.E., R.N.R., Commander), will leave here for Victoria and Vancouver, B.C., via Shanghai, Kobe, Yokohama at noon on May 14th.

The s.s. *Chungta* (Australian-Oriental Line), arrived at Sydney on the afternoon of May 10th. She left Hongkong on April 23rd, and therefore only took 17 days on the journey.

HONGKONG SHIPPING.

There was a further improvement in the cargo returns according to the shipping statement yesterday, a further increase of over four thousand tons being recorded. Hongkong cargo increased by eight thousand tons odd, but this was due to one entry of oil fuel amounting to nearly nine thousand tons. Freight for ports beyond showed a decrease of just over four thousand tons.

The returns for the twenty-four hours ended at 9 a.m. yesterday showed that at that hour there were 60 vessels in the harbour, of which 25 were British. The arrivals during the above period numbered twelve, viz.—three British, one German, one American, three Japanese, and four Chinese. The departures during the same period came to twelve, these being as under:—For San Francisco, one American; for Moji, one British; for Singapore, one Japanese; for Shanghai, one German; for Haohoi, one Chinese; for Manila, one American; for Amoy, one British; for Ningpo, one British; for Kwang Chow Wan, one British and one French; for Sha I' Chung, one Chinese; for Hongkong, one Japanese. There was only one clearance during the period referred to, and this was a Chinese steamer for Kwang Chow Wan.

CARGO ENTERED.

(During the 24 hours ended at 9 a.m. yesterday).

For Hongkong 13,664 tons.
 For ports beyond 12,370
 Total 26,034

(During the 24 hours ended at 9 a.m. on Monday).

For Hongkong 5,653 tons.
 For ports beyond 16,952
 Total 22,607

Two thirds of the cargo entered for Hongkong was carried in two British vessels, the entries consisting of 414 tons of general cargo and 8,924 tons of fuel oil. Of the remaining 4,327 tons in vessels of other nationalities, 4,090 tons of coal was the only four-figure entry. With regard to freight for ports beyond, there were only three entries, the heaviest being 7,200 tons by a German arrival. The other two comprised 2,000 tons each by two Japanese steamers.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under:

Empress of Canada (British) from Manila with 414 tons of general cargo and mail;

Pakhoi (British) from Shanghai and Amoy with a nil entry;

Tanaka (British) from San Pedro with 8,924 tons of fuel oil;

Fogland (German) from Hamburg and Miti with 745 tons of general cargo, mail and 7,200 tons of ports beyond;

Japan Arrow (American) from Calcutta in ballast;

Amoy Maru (Japanese) from Kobe and Shanghai with 62 tons of general cargo and tobacco leaf and 9,854 tons of bean oil and general cargo for ports beyond;

Tokio Maru (Japanese) from Kobe and Hilo with a nil entry for Hongkong, and 2,200 tons for ports beyond;

Dalachi Maru No. 3 (Japanese) from Dairen and Takao with 3,020 tons of coal;

Kohoku (Chinese) from Tourane with 500 tons of general cargo;

Chiat An (Chinese) from Amoy with a nil entry;

Tak Hing (Chinese) from Nam Tau with 40 piculs of vegetables, etc., and 15 piculs of fish;

Sui Fik (Chinese) from Sha I' Chung with vegetables, etc.

Later arrivals yesterday, were:—*Kiangsu* (British) from Bangkok with 1,009 tons of general cargo;

Tak Hing (Chinese) from Nam Tau with 26 piculs of vegetables, etc., and 20 piculs of fish;

Chicago Maru (Japanese) from Osaka and Moji with 1,009 tons of general cargo;

Koon Sang (British) from Calcutta and Singapore with 2,552 tons of general cargo, mail and 3,958 tons for ports beyond;

Wing Shek Kung (Chinese) from Saigon with 1,500 tons of general cargo;

D'Artagnan (French) from Marseilles and Saigon with general cargo and mail;

Angers (French) from Shanghai with general cargo and mail.

VESSELS EXPECTED.

Ceylon (Swedish East Asiatic), due to-day.

Empress of Russia (C.P.R.), due May 19th.

Malaya Prince, due to-morrow.

Malaya (P. & O.), due to-day, about 10 a.m.

Laipung (Australian-Oriental), due May 17th.

VESSELS IN DOCK.

The following vessels are in Dock:—Kowloon Dock.—Angus, Passet, Hin Sang, Yat Shing, Marine. Tai Koo Dock.—Kwangtung, Tyndarus, Clara, Jensen, Yingchow, Tung On, Shansi.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1925.

With Index, Price—\$7.50.

On sale at the Hongkong Daily Press Office

CANADIAN PACIFIC

EMPRESS EXPRESS

QUICKEST TIME ACROSS THE PACIFIC

17 Days from Hongkong to Vancouver.

LARGEST AND FASTEST STEAMSHIPS.

Special FARES to EUROPE
£120 £112 £83

VICTORIA AND VANCOUVER

via SHANGHAI and JAPAN PORTS.

STEAMERS	H'kong.	Shanghai	Kobe	Yokohama	Vancouver
EMPRESS OF CANADA	May 14	May 17	May 20	May 22	May 31
EMPRESS OF RUSSIA	May 23	May 26	May 29	May 31	June 14
EMPRESS OF AUSTRALIA	June 11	June 14	June 17	June 19	June 30
EMPRESS OF ASIA	June 24	June 27	June 30	July 2	July 13
EMPRESS OF CANADA	July 9	July 12	July 15	July 17	July 28
EMPRESS OF RUSSIA	July 23	July 26	July 29	Aug. 1	Aug. 14
EMPRESS OF AUSTRALIA	Aug. 6	Aug. 9	Aug. 12	Aug. 14	Aug. 25
EMPRESS OF ASIA	Aug. 19	Aug. 22	Aug. 25	Aug. 27	Sept. 7
EMPRESS OF CANADA	Sept. 3	Sept. 6	Sept. 9	Sept. 11	Sept. 20
EMPRESS OF RUSSIA	Sept. 16	Sept. 19	Sept. 22	Sept. 24	Oct. 4
EMPRESS OF AUSTRALIA	Oct. 1	Oct. 4	Oct. 7	Oct. 9	Oct. 20

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
May 20	May 23	May 23	May 26

Passenger Department: Tel. C. 752. Cables: GACANPAO.
 Freight and Express: Tel. C. 42. Cables: NAUTILUS.



SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TENGO MARU ... Monday, 31st May, at Noon

KORSA MARU ... Tuesday, 15th June

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

BOKUYO MARU ... Saturday, 30th May, Noon

BAKUO MARU ... Tuesday, 17th July

MARSEILLES, LONDON & ANTWERP via Singapore & Ports

HARUNA MARU ... Saturday, 22nd May

KAMO MARU ... Saturday, 5th June

KATORI MARU ... Saturday, 19th June

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU ... Wednesday, 19th May, at 11 a.m.

TANGO MARU ... Wednesday, 23rd June, at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

TAKAOKA MARU ... Tuesday, 8th June

TOYAMA MARU ... Sunday, 20th June

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

WAKASA MARU ... Wednesday, 2nd June

BOMBAY via Singapore, Penang & Colombo.

TOKUSEIMA MARU ... Sunday, 30th May

CALCUTTA via Singapore, Penang & Rangoon.

NAGANO MARU ... Thursday, 20th May

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Friday, 21st May, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

NAGATO MARU ... Saturday, 15th May

BENGAL MARU ... Tuesday, 18th May

ATSUTA MARU ... Tuesday, 18th May, at Noon

TOYOOKA MARU ... Wednesday, 19th May

For further information, apply to—

NIPPON YUSEN KAISHA.

Tienhsan Central No. 922 232 & 2421.



SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at H'kong. and Sailing for Shanghai and Japan	Probable Sailings from Hongkong for Marseilles
ANGERS	...	...	11th May, 1926.
AMAZONE	...	...	20th May, "
D'ARTAGNAN	...	...	8th June, "
ANGKOR	...	...	22nd June, "
PORTHOS	...	...	6th July, "
ANDRE LEBON	...	...	20th July, "
PAUL LECAT	...	...	3rd Aug., "

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance).
 A Class 1st Class—£ 95. 0d. Od. B Class (1st Class)—£ 83. 0s. Od.
 STEAMERS 2nd —£ 63. 0d. Od. STEAMERS 2nd —£ 60. 0s. Od.
 Through Tickets to London and Leading Towns of Europe.
 Accommodation reserved in the Trains at Marseilles.
 LIGNES COMMERCIALES (Cargo Boats).
 s.s. "DE P. BENOT" from DUNKIRK, LONDON & HAVRE is due to arrive on the 23rd May.
 Sailings subject to alteration without notice.

For full Particulars, apply to:—
 MESSAGERIES MARITIMES CO.,
 Telephone: Central 740. 3, Queen's Building.

CONSIGNATION—TRANSIT—REPRESENTATION.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

TSINGTAU via SHANGHAI...	"YATSHING"	Wednesday, 12th May, at Noon
SINGAPORE	"HANGSANG"	Wednesday, 12th May, at 3 p.m.
OSAKA via AMOY, MOJI & KOBE	"KUMSANG"	Thursday, 13th May, at 8 a.m.
HAIPHONG via HOIHOW	"MINGSANG"	Thursday, 13th May, at 10 a.m.
SANDAKAN	"HINSANG"	Friday, 14th May, at 2 p.m.
STRAITS & CALCUTTA	"LAISANG"	Saturday, 15th May, at 3 p.m.
HONGKONG	"MAUSANG"	Tuesday, 18th May, at 7 a.m.
TIENTSIN	"CHEONGSEING"	Tuesday, 18th May, at 10 a.m.
TSINGTAU via SHANGHAI	"FOOSHING"	Wednesday, 19th May, at 7 a.m.
STRAITS & CALCUTTA	"HOSANG"	Wednesday, 19th May, at 3 p.m.
KOBE via MOJI	"FOOKSANG"	Sunday, 23rd May, at 7 a.m.
STRAITS & CALCUTTA	"SUISANG"	Tuesday, 25th May, at 3 p.m.
KOBE via SHANGHAI & MOJI	"NAMSANG"	Saturday, 29th May, at 9 a.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

Telephone: Central No. 215.

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GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
"GLENSANDA"	18th May
"GLENTARA"	30th "
"CARNARVONSHIRE"	10th June
"GLENSHIEL"	24th "
"PEMBROKESHIRE"	8th July

HOMEWARDS.

Vessel	Discharges	Leaves H'kong.
"CARNARVONSHIRE"	...	2nd June
London, Rotterdam & Hamburg via Oran.		

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.

THE GLEN LINE, LTD., AGENTS.

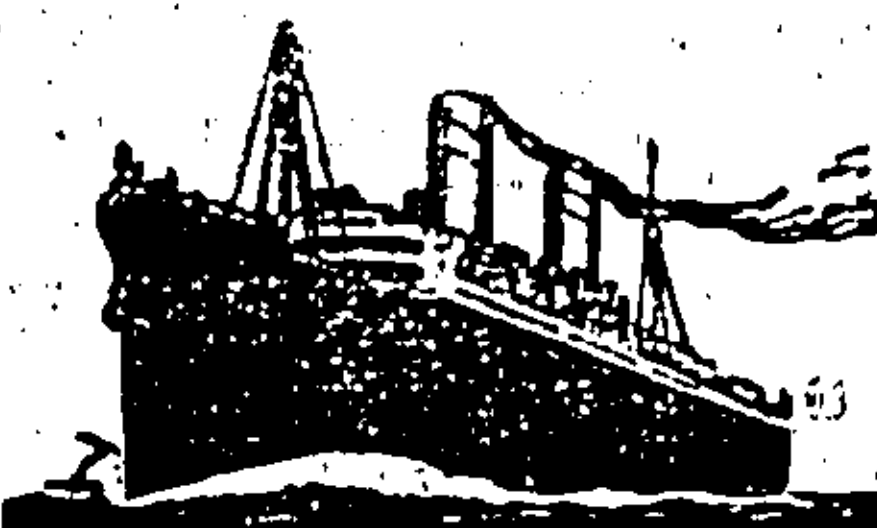
Telephones: Central No. 215 sub-ex. 23, and Central 3896.

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NORDDEUTSCHER LLOYD, BREMEN.

FAR EASTERN PASSENGER

AND FREIGHT SERVICE.

Cabin class £73 4s. Od. } To GENOA.
Intermediate class £48 2s. Od.

NEXT SAILINGS:

STEAMERS	ARRIVAL AT HONGKONG AND SAILINGS FOR:	SAILINGS FROM HONGKONG TO:
*ACCOMMODATION FOR 100 CABIN CLASS AND 180 INTERMEDIATE CLASS PASSENGERS.	SHANGHAI AND JAPAN.	GENOA, MARSEILLES, ROTTERDAM, HAMBURG, AND BREMEN VIA MANILA, SINGAPORE, BELAWAN, COLOMBO AND PORT SAID.
"SAARBRUECKEN"	22nd May, 1926	29th May, 1926
"COBLENZ"	15th June, "	27th June, "
"FRANKEN"	15th July, "	22nd August, "
"FULDA"	12th August, "	18th September, "
"KONIGSBERG"	11th September, "	16th October, "
"TRIESTE"	9th October, "	13th November, "
"SAARBRUECKEN"	6th November, "	11th December, "
"COBLENZ"		

*Omit Marseilles call.

For Freight and Passage, please apply to—

MELCHERS & CO.,

Telephone C. 4557.
2, Queen's Building, Chater Road.

Agents, HONGKONG.

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JAVA-CHINA-JAPAN-LIJN.



Tel. Address: JAVALYN

Tel. Central 1574.

REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

REGULAR FOREIGN SERVICE				
STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIBESAR	JAPAN	11th May	13th May	BATAVIA
TJILIWONG	DALAT, & AMOY	16th "	18th "	" " & S'ATA.
TJIKARANG	SHANGHAI	18th "	20th "	BATAVIA
TJISAROEBA	BATAVIA	18th "	21st "	SHANGHAI
TJITAROEBA	JAVA & M'KAR.	21st "	24th "	AMOY, SHANGHAI & DAL.
TJISALAK	DALAT & AMOY	1st June	3rd June	M'KAR. & S'ATA.

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES,
NEW YORK, BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF SALISBURY" ... Via Suez Canal ... From Hongkong 18th June.
S.S. "COLORADO" ... Via Suez Canal ... From Hongkong 2nd July.

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE
(ANDREW WERN & Co., London.)

Sailings from Hongkong
M.V. "CEDARBANK" ... via Suez Canal ... End June.

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF TOKIO" ... For Marseilles, London & Havre ... From Hongkong, 23rd May.
S.S. "CITY OF GLASGOW" ... For Marseilles, London, Hamburg & Havre ... From Hongkong, 23rd June.

FARES TO LONDON "A" 1st Class £28. 2nd Class £20.
"B" 1st Class £20. 2nd Class £15.

MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE

STEAMER From Hongkong July/August.
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.
Through Bills of Lading issued to Batavia, Quinhame, Ilo, Port Amelia, Mozambique, Chinde, Inhambane, Lourenco, Montebana, Kinkindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4791.

PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS

TO

BOSTON
NEW YORK
PHILADELPHIA

M.V. "MALAYAN PRINCE" ... Leave Hongkong 13th May
M.V. "JAVANESE PRINCE" ... 11th June
M.V. "ASIATIC PRINCE" ... 3rd July

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3185.

(Incorporated in Great Britain)

Telegram: Furnprince.

King's Building.

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KONINKLYKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA.)

THE STEAMSHIP

"VAN CLOON"

Due to sail to SINGAPORE, BELAWAN, DELI and PENANG, on the 13th May, at Noon.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.
English cuisine. Wireless telegraph.

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to all destinations in the Netherlands East Indies and Australia.

Agents—

JAVA-CHINA-JAPAN-LIJN

Telephone 1574.

YOKO BUILDING, CHATER ROAD. [12]

P. & O. British India Apear and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE PORTS,
EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"KASHEGAR"	9,005	15th May, Noon	Marseilles, London, Antwerp and Hull.
"PERIM"	7,843	22nd May	Marseilles, London and Antwerp.
"MALWA"	10,941	29th May	Marseilles, London, Rotterdam & Antwerp.
"MIRZAPUR"	8,715	2nd June	Singapore, Penang, Colombo & Bombay.
"NAGPORE"	5,253	7th June	Marseilles, London & Antwerp.
"KHYBER"	9,114	14th June	Singapore, Penang, Colombo & Bombay.
"KIDDERPORE"	5,334	21st June	Marseilles, London & Antwerp.
"MANTUA"	10,902	28th June	Singapore, Penang, Colombo & Bombay.
"JERPORE"	5,318	5th July	Marseilles, London and Antwerp.
"KARMALA"	9,128	12th July	Singapore, Penang, Colombo & Bombay.
"PADNA"	5,907	19th July	Marseilles, London, Rotterdam & Antwerp.
"KASHMIR"	8,885	26th July	Singapore, Penang, Colombo & Bombay.
"RANPURA"	15,585	2nd Aug.	Marseilles, London and Antwerp.
"DELTA"	9,097	9th Aug.	Marseilles, London and Antwerp.
"MACEDONIA"	11,059	16th Aug.	Marseilles, London & Antwerp.
"KALYAN"	9,144	23rd Aug.	Marseilles, London and Antwerp.
"MALWA"	10,941	30th Aug.	Marseilles, London and Antwerp.
"KASHEGAR"	9,005	6th Sept.	Marseilles, London & Antwerp.
"MORRA"	10,918	13th Sept.	Marseilles, London and Antwerp.
"KHYBER"	9,114	20th Sept.	Marseilles, London and Antwerp.
"MANTUA"	10,902	27th Sept.	Marseilles, London and Antwerp.
"KARMALA"	9,128	4th Oct.	Marseilles, London and Antwerp.
"MACEDONIA"	11,059	11th Oct.	Marseilles, London and Antwerp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship.	Tons.	From Hongkong (about)	Destination.
"TALMA"	10,000	20th May	Singapore, Penang and Calcutta.
"SHIRALA"	7,841	25th May	do.
"TAKADA"	6,949	31st May	do.
"SANTHIA"	7,754	6th June	do.
"TILAWA"	10,006	13th June	do.
"TALAMBA"	8,018	19th June	do.
"SHIRALA"	7,841	26th June	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

Steamship.	Tons.	From Hongkong (about)	Destination.
"TANDA"	8,900	1st June	Manila, Sandakan, Thursday Island, Kolambagan, Tawao, Timor, Durwin, or other ports en route as indicated.
"ABAFURA"	8,000	3rd July	Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,000	30th July	do.

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawao, Timor, Durwin, or other ports en route as indicated.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship.	Tons.	From Hongkong (about)	Destination.
"MALWA"	10,941	18th May, 4 p.m.	Shanghai only.
"KIDDERPORE"	5,334	18th May	Shanghai, Moji and Kobe.
"TAKADA"	6,949	21st May	Kobe.
"MANTUA"	10,902	27th May	Shanghai, Moji & Kobe.
"PADNA"	5,907	30th May	Shanghai and Kobe.
"SANTHIA"	7,754	6th June	Moji and Kobe.
"KARMALA"	9,089	11th June	Moji, Kobe and Yokohama.
"ABAFURA"	8,000	12th June	Shanghai, Moji and Kobe.
"TILAWA"	10,006	18th June	Kobe and Yokohama.
"TALAMBA"	8,018	20th June	Shanghai, Moji & Kobe.
"KASHMIR"	8,885	25th June	Moji, Kobe and Yokohama.
"SHIRALA"	7,841	1st July	Shanghai only.
"ST. ALBANS"	4,500	6th July	Shanghai, Moji & Kobe.
"RANPURA"	15,585	8th July	Moji, Kobe and Yokohama.
"DELTA"	8,097	9th July	Shanghai only.
"MACEDONIA"	11,059	22nd July	Shanghai, Moji & Kobe.
"TANDA"	8,900	3rd Aug.	Shanghai, Moji & Kobe.
"KALYAN"	9,144	5th Aug.	Moji, Kobe and Yokohama.
"MALWA"	10,941	19th Aug.	Shanghai, Moji and Kobe.
"KASHEGAR"	9,005	2nd Sept.	do.
"ABAFURA"	8,000	7th Sept.	Moji, Kobe, Osaka and Yokohama.
"MOREA"	10,918	16th Sept.	Shanghai, Moji and Kobe.

All rates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Bangkok must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with laundries.
Parcels measuring not more than 2½ ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Road Central, HONGKONG. Ag. a. [1]

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAINING ... Capt. W. C. Passmore ... Friday, 14th May, at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Fouchow (Pagoda Anchorage) and Return by the same Steamer by the "HAI-NING," "HAI-HONG" and "HAI-CHING" at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.

General Managers.

CHINA NAVIGATION CO., LIMITED.

Steamship.	Tons.	From Hongkong (about)	Destination.
SHANGHAI	...	...	...
WEIHAIWEI, CHEFOO & TIENTSIN	...	...	...
AMOY & SINGAPORE	...	...	...
HAIPHONG	...	...	...
SHANGHAI & TSINGTAO	...	...	...
SHANGHAI	...	...	...
AMOY & SHANGHAI	...	...	...
BANGKOK	...	...	...
AMOY & SINGAPORE	...	...	...
SHANGHAI	...	...	...
HONGKONG & HAIPHONG	...	...	...
SHANGHAI	...	...	...

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone CENTRAL 36.

Agents.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4]

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,

VIA MANILA, ZAMBOANGA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DATE HONGKONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
TAIPING	17th May	22nd May
CHANGTE	16th June	22nd June
TAIPING	17th July	23rd July
CHANGTE	14th August	20th August

For Freight and Passage Apply to—BUTTERFIELD & SWIRE.

Telephone: CENTRAL 36.

Agents.

DODWELL & CO., LTD.

NEW YORK BERTH.

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "BOWEN CASTLE" ... Sailing on or about 19th May

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (PIUM).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

M.V. "ESQUILINO" ... From Hongkong, Sails 5th June.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

S.S. "FIUME-LI" ... From Hongkong, Sails about 17th May.
M.V. "VIMINALE" ... Sails about 31st May.
M.V. "ESQUILINO" ... Sails about 30th June.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMVOLOSI" ... Sails from Calcutta, about 16th May via Rangoon and Colombo.
S.S. "UMZUMBI" ... Sails from Calcutta about 2nd June via Rangoon and Colombo.
S.S. "UMTINGA" ... Sails from Calcutta about 2nd July via Colombo.

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1030.

Agents.

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BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "ATREUS" ... Via Suez Canal ... 21st May.
S.S. "LYGON" ... Via Suez Canal ... 4th June.
S.S. "CITY OF SALISBURY" ... Via Suez Canal ... 18th June.
S.S. "COLORADO" ... Via Suez Canal ... 2nd July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON. [21]

POST OFFICE NOTICE.

INWARD MAILS.

FROM	PER	DATE
Europe via Suez (letters & papers, London, 15th April, & parcels, 8th April)	Makes	12th May
SHANGHAI	Suiyang	13th May
SHANGHAI	Shanghai	13th May
SHANGHAI	Tianan	13th May
U.S.A., HONOLULU, JAPAN, SHANGHAI & EUROPE via SIBERIA	Pres. Wilson	13th May
MATILA	Pres. Grant	15th May
AUSTRALIA & MANILA	Taipei	17th May
CANADA, U.S.A., JAPAN & SHANGHAI	Emp. of Russia	19th May
U.S.A., CANADA, JAPAN & SHANGHAI	Pres. Madison	19th May
AUSTRALIA AND MANILA	Tango Maria	20th May

OUTWARD MAILS.

FOR	PER	DATE
Japan, Straits, Ceylon, India, Mauritius, E. & S. Africa	Chicago Maru	12:30 P.M.
Wai Hai Wei	King Yuan	2:30 P.M.
Amoy	Mulan	2:30 P.M.
Shanghai		
Amoy	Kunming	Thursday, 12th
Hoihow	Mingyang	8:30 A.M.
Tourane	Pharany	8:30 A.M.
Straits	Van Cloon	10:30 A.M.
Java via Batavia	Tokachi	10:30 P.M.
Haiphong	Kuryokian	2:30 P.M.
Manila	Produce	3:30 P.M.
Saigon		
Haiphong	Chinhua	Friday, 14th
Shanghai, Japan, Canada, U.S.A., C.A.S. America & EUROPE via VANCOUVER, B.C.—due Vancouver, B.C., 31st May.	Emp. of Canada	Parcels 9:00 A.M. Reg. 9:15 A.M. Letters 10:00 A.M.
Sandakan	Hinang	10:00 A.M.
Manila	Pres. Wilson	1:30 P.M.
Swatow, Amoy & Foochow	Hai Ning	2:00 P.M.
Shanghai	Longchow	2:30 P.M.
Shanghai	Shantung	5:00 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 12th June	Kashgar	Parcels 8:45 A.M. Reg. 10:30 A.M.
Straits & Calcutta	Lainan	Saturday, 15th
Shanghai, Japan, Canada, U.S.A., C.A.S. America & EUROPE via Victoria, B.C.—due Victoria, B.C., 4th June, & EUROPE via Siberia (letters & postcards specially superscribed "via Siberia" only)—Ship sails on Sunday, the 18th inst., at 5 p.m.	Pres. Grant	Parcels 4:00 P.M. Reg. 4:15 P.M. Letters 5:00 P.M.
Swatow, Amoy and Formosa	Kaijo Maru	Sunday, 16th
Amoy	Chenan	Monday, 17th
Amoy	Anhui	Tuesday, 18th
Bangkok	Kwangtung	8:30 A.M.
Japan, Canada, U.S.A., O. & S. America & EUROPE via Victoria, B.C.—due Victoria, B.C., 15th June	Tyndarus	Parcels 8:00 A.M. Reg. 8:45 A.M. Letters 10:30 A.M.
Shanghai, Japan, Canada, U.S.A., C.A.S. America & EUROPE via San Francisco, 14th June, and EUROPE via Siberia (letters & postcards specially superscribed "via Siberia" only)	Taiyo Maru	Reg. 9:15 A.M. Letters 10:00 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 18th June	Martinez	Reg. 1:45 P.M. Letters 2:30 P.M.

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE.

"MERIONER" 18th May Mar., Ldon, B'dam & Hamburg
 "ANTONOR" 2nd June Mar., Ldon, B'dam & Glasgow
 "EUMAEUS" 15th June Mar., Ldon, B'dam & Hamburg
 "PHRENIUS" 29th June Mar., Ldon, B'dam & Hamburg

LIVERPOOL SERVICE.

"EUBLYCHUS" 18th May Genoa, Havre, Liverpool & Glas.
 "TEOILUS" 1st June Genoa, Havre, Liverpool & Glas.
 "KEEMUN" 15th June Genoa, Havre, Liverpool & Glas.
 "BELLEROPHON" 1st July Genoa, Havre, Liverpool & Glas.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA)
 "TYNDALUS" 18th May Victoria, Vancouver & Seattle.
 "PROTEUS" 1st June Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"DIOMED" 7th May Boston, New York & Baltimore.
 "ATREUS" 21st May Boston, New York & Baltimore.

PASSENGER SERVICE.

"ANTONOR" 2nd June Singapore, Marseilles & London.
 "HARBOR" 14th July Singapore, Marseilles & London.
 "HARBOR" 8th Sept. Singapore, Marseilles & London.
 "PATROCLUS" 29th Oct. Singapore, Marseilles & London.
 "ANTONOR" 17th Nov. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.
 For freight and passage rates and information apply to—
Butterfield & Swire,
 Agents.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorized Capital \$50,000,000
 Issued and Fully Paid-up \$20,000,000
 Reserve Funds:
 Sterling £4,500,000
 Silver \$27,000,000
 Reserve Liability of Pro-prietors \$20,000,000

Court of Directors:

Hon. Mr. D. G. M. BERNARD, Chairman.
 Hon. Mr. A. O. LING, Deputy Chairman.
 W. H. Ball, Esq., J. A. Plummer, Esq.,
 A. Compton, Esq., T. G. Ward, Esq.,
 P. H. Holroyd, Esq., H. P. White, Esq.,
 W. L. Patterson, Esq., G. M. Young, Esq.

Chief Manager:
 A. H. Barlow, Esq.
 Manager, Shanghai:
 G. H. Smith, Esq.

LONDON BANKERS:

WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS open in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and Sterling on terms which will be quoted on application.
 Hongkong, April 6th, 1926. [25]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
 Interest on Deposits is calculated on the lowest balance during each completed Calendar Month at 3 1/2 per cent. per annum. Should there be no balance on any day in a month no interest will be allowed for that month.

Depositors may transfer at their option Balance of \$100 or more to the HONGKONG & SHANGHAI BANK to be placed on FIXED DEPOSITS at CURRENT RATES. For the HONGKONG & SHANGHAI BANKING CORPORATION,
 A. H. BARLOW, Chief Manager.

Hongkong, 7th January, 1926. [2]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital \$2,000,000

Reserve Fund \$4,000,000

Reserve Liability of Pro-prietors \$3,000,000

FOREIGN EXCHANGE and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.

Hongkong, April 15th, 1925. [30]

BANQUE DE L'INDO-CHINE.

HEAD OFFICE: 96, Boulevard Haussmann, Paris.

Subscribed Capital Frs. 72,000,000.00

Paid-up Capital Frs. 69,400,000.00

Reserve Fund Frs. 59,667,253.54

BRANCHES:

Bangkok, Hanoi, Pondicherry, Batavia, Hongkong, Saigon, Canton, Mengtze, Shanghai, Ujibouti, Noumea, Singapore, Port-Bayard, Papeete, Haiphong, Peking, Tientsin, Hankow, Paoan-Pan, Yunnanfon.

BANKERS:

In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

In New York: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposit according to arrangement.

Every description of Banking and Exchange Business transacted.

A. LECOT, Manager.

Hongkong, 29th March, 1924. [32]

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: HONGKONG, 10, Des Voeux Road Central.

AUTHORIZED CAPITAL \$10,000,000

PAID-UP CAPITAL \$5,000,000

RESERVE FUND (1925) \$1,200,000

DIRECTORS:

Hon. Sir Shou-shon Chow, Chairman.

Fung Ping Shan, Mok Ching Kong.

Li Koon Chun, Wong Yun Tong.

P. K. Kwok, Huynh Tai.

Ng Ching Luk, Chan Ying Po.

Pong Wai Ying, Chan Ching Shek.

Every description of Banking and Exchange business transacted.

Loans granted on approved securities.

SAFE DEPOSIT BOXES To Let.

Kam Tong Po, Chief Manager.

Hongkong, 8th February, 1925. [16]

COMMERCIAL.

OPENING QUOTATIONS.

May 11th, 1926.

On LONDON—

Telegraphic Transfer 2 3/4

Bank Bills, on demand 2 3/4 3/16

Bank Bills, at 30 days sight 2 3/4

Bank Bills, at 4 months sight 2 3/4

Credits, at 4 months sight 2 3/4 3/16

Documentary Bills, at 4 months sight 2 3/4 3/16

On PARIS—

Bank Bills, on demand 1 7/8

Credits, 4 months sight 1 3/8

On NEW YORK—

Bank Bills, on demand 55

Credits, at 60 days sight 56 1/2

On BOMBAY—

Telegraphic Transfer 15 1/4

Bank Bills, on demand 15 1/4

On CALCUTTA—

Telegraphic Transfer 15 1/4

Bank Bills, on demand 15 1/4

On SHANGHAI—

Bank Bills, at sight 1 7/8

Private, 30 days sight 1 3/8

On YOKOHAMA—On demand 117

On MANILA—On demand 110

On SINGAPORE—On demand 88

On BATAVIA—On demand 85

On HAIPHONG—On demand 85

On SAIGON—On demand 85

On BANGKOK—On demand 85

SOVEREIGN, Bank's Buying rate \$4.50

GOLD LEAF, 100 fine per tola 50 7/16

BAR SILVER, per oz. 50 7/16

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital \$2,000,000

Subscribed Capital \$1,500,000

Paid-up Capital \$1,050,000

Reserve Fund \$1,350,000

BANKERS:

THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:

Bangkok, Howrah, Penang, Batavia, Kandy, Port Louis, Bombay, Karachi, (Mauritius), Calcutta, Kota Bharu, Rangoon, Colombo, Kuala Lumpur, Shanghai, Delhi, Madras, Singapore, Hongkong, New York, Sourabaya.

HONGKONG BRANCHES:

Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

C. L. C. SANDES, Manager.

7, Queen's Road Central, Hongkong, March 26th, 1926. [29]

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France).

5, Chater Road, Victoria, Hongkong.

HEAD OFFICE: 74, rue St. Lazare, Paris.

Capital Frs. 20,000,000

Reserves Frs. 11,160,000

Special Working Capital Frs. 50,000,000

BRANCHES:

Paris, Lyons, Marseilles, Hongkong, Shanghai, Tientsin, Canton, Hankow.

BANKERS:

France: Societe Generale, Banque Nationale de Credit, Banque de Paris et des Pays Bas.

London: Midland Bank, Ltd.

New York: Irving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business transacted.

Correspondents throughout the World.

A. ROLLIN, Manager.

Hongkong, 2nd December, 1925.

THE BANK OF TAIWAN, LTD.

(TAIWAN GINKO.)

Incorporated by Special Imperial Charter, 1896.

Capital Subscribed Yen 45,000,000

Capital (Paid-up) Yen 38,375,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES:

JAPAN: Tokyo, Yokohama, Kobe, Osaka.

FORMOSA: Giran, Kagi, Karento, Keelung, Makong, Nanto, Shingchu, Taichu, Tainan, Takau, Tamsui, Toon, Heito, Taio.

CHINA: Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.

OTHERS: Hongkong, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York, Calcutta.

LONDON BANKERS:

THE LONDON COUNTY WESTMINSTER AND PARK BANK.

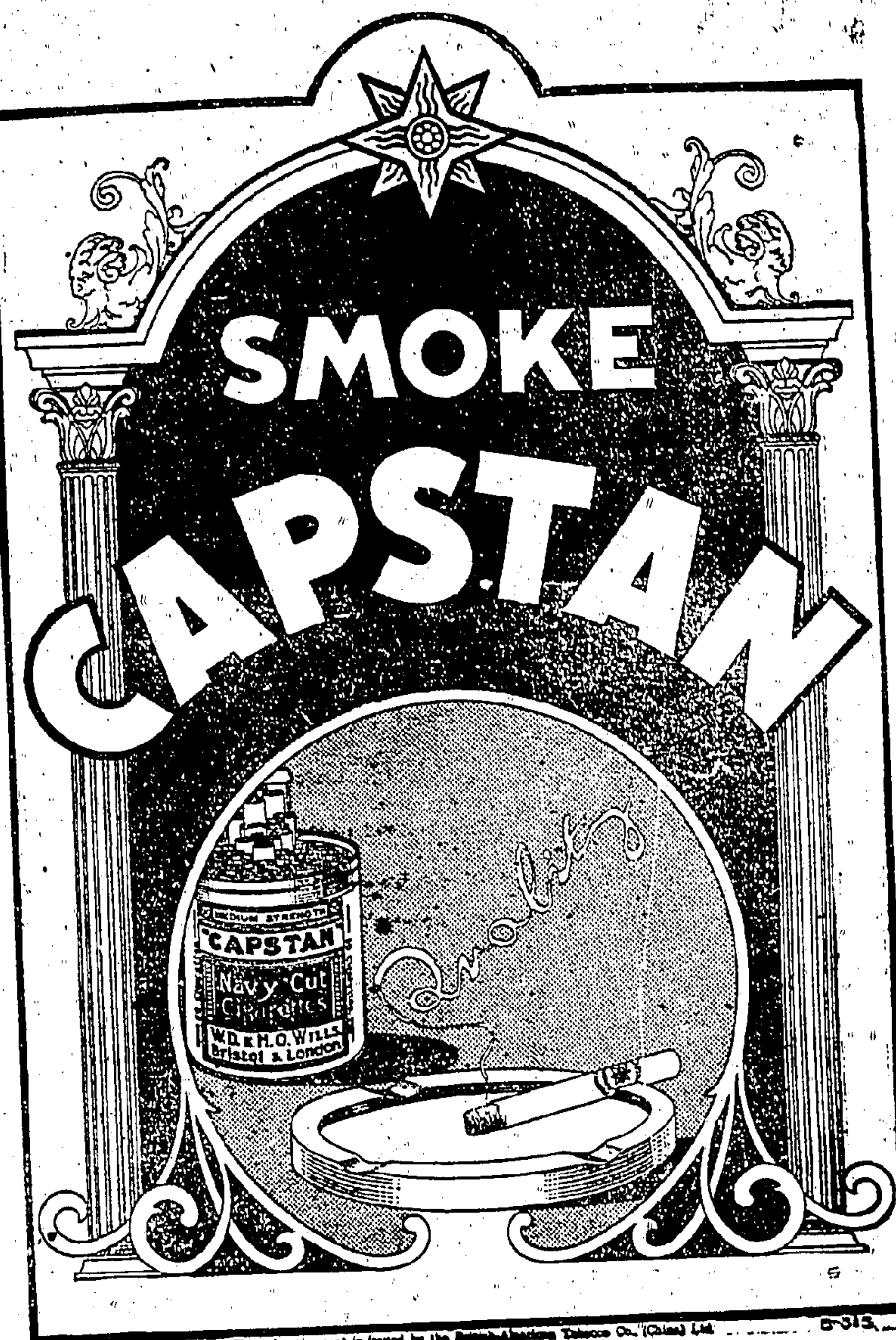
The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tsingtau, Japan, Indo-China, Siam, India, Philippine Islands, Java, Africa, &c.

Interest allowed on Current Accounts, and Fixed Deposits at Rates which will be quoted on application.

T. TAKAGI, Manager.

HONGKONG BRANCH, 3, Des Voeux Road, Central.

Hongkong, 11th May, 1926. [27]



THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL \$60,000,000.00

PAID-UP CAPITAL 10,750,200.00

RESERVE FUND 9,981,398.69

HEAD OFFICE: PEKING.

Hongkong Branch: 44, QUEEN'S ROAD CENTRAL.

Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers: THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.

New York Bankers: THE EQUITABLE EASTERN BANKING CORPORATION, THE IRVING BANK, COLUMBIA TRUST CO.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for domestic exchange.

TSUYEE PEI, Manager.

Hongkong, January 16th, 1926. [38]

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).

Established 1824.

Hongkong Branch established 1906.

Authorized Capital Guilders 150,000,000

PAID-UP CAPITAL (1925,000,000)

SILVER RESERVE FUND \$ 700,000

Branches: CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK and SAN FRANCISCO.

Correspondents in all Principal Cities of the World.

London Bankers: THE LLOYDS BANK, LIMITED.

Every description of banking business transacted.

Safe Deposit Boxes in various sizes to be let from \$3.00 to \$40.00 yearly.

LOOK POON SHAN, Chief Manager.

EQUITABLE EASTERN BANKING CORPORATION.

AN AMERICAN BANK.

CAPITAL AND SURPLUS U.S. \$3,000,000.00

HEAD OFFICE: 37, WALL STREET, NEW YORK.

BRANCHES: SHANGHAI.

General Banking and Exchange Business.

Interest Allowed on all Deposits. Rates on Application.

LONDON AND PARIS AGENTS: EQUITABLE TRUST CO. OF N.Y.

38] D. M. BIGGAR, Manager.

BANKING BUSINESS OF EVERY DESCRIPTION.

J. O. MAASSEN, Acting Manager.

34]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid-up Yen 100,000,000

Reserve Fund Yen 86,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:

Batavia, Kaitum, Rangoon, Bombay, Karachi, Soerabaya, Buenos Aires, Kobe, San Francisco, Lyons, Seattle, Cebu, Los Angeles, Semarang, Canton, Manila, Singapore, Shanghai, Hankow, Nagasaki, Yokohama, Dairen, (Dairen), Noyori, Shimonoseki, Fengtien, Newchwang, Sydney, (Makdes) Osaka, Tientsin, Hankow, New York, Tokyo, Harbin, Peking, Tientsin, Manchuria, Rio de Janeiro, Vladivostok.

Interest allowed on Current Accounts.

Deposits received for Fixed Periods at rates to be obtained on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for domestic exchange.

C. ARIMA, Manager.

Hongkong, 11th March, 1926. [35]

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONGKONG. Established 1912.

AUTHORIZED CAPITAL \$1,200,000

PAID-UP CAPITAL \$1,082,925

SILVER RESERVE FUND \$ 700,000

Branches: CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK